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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, August 16, have been \$1,102,832,862, against \$1,097,848,069 last week and \$956,322,773 the corresponding week last year.

CLEARINGS. Returns by Telegraph.	Week Ending Aug. 16.		
	1890.	1889.	Per Cent.
New York.....	\$571,402,448	\$497,960,246	+14.8
Boston.....	70,159,989	61,344,109	+14.4
Philadelphia.....	51,760,907	48,831,876	+6.0
Baltimore.....	11,081,209	10,249,769	+8.1
Chicago.....	63,837,000	53,459,000	+19.4
St. Louis.....	17,731,047	16,151,727	+9.8
New Orleans	4,803,133	4,003,197	+20.0
Seven cities, 5 days.....	\$790,778,733	\$691,999,924	+14.3
Other cities, 5 days.....	124,111,716	102,218,749	+21.4
Total all cities, 5 days.....	\$914,890,449	\$794,218,673	+15.2
All cities, 1 day.....	157,942,413	162,104,190	+15.9
Total all cities for week.....	\$1,102,832,862	\$1,097,848,069	+15.3

The full details of clearings for the week covered by the above statement will be given next Saturday. We cannot, of course, furnish them to-day, bank clearings being made up by the various clearing houses at noon on Saturday, and hence in the above the last twenty-four hours of the week have to be in all cases estimated, as we go to press Friday night. Below are our usual detailed figures for the previous week, that is covering the returns for the period ending with Saturday on August 9, with the comparative totals in 1889.

The results in the various cities, as will be noticed by the subjoined statement, are as a rule very favorable. Each section, except the Middle and Pacific, exhibits some gain over the preceding week, and the total at New York is very satisfactory considering the rather small volume of speculative trans-

actions on the Stock Exchange. The dealings in grain on the Produce Exchange were very heavy during the week.

Contrasted with the week of 1889 the current returns record an increase of 16.3 per cent in the total, the excess at New York being 13.7 per cent, and the gain in the aggregate for all other cities 21.8 per cent. The heaviest losses recorded this week are at Galveston, 12.6 per cent and Portland 11 per cent. As usual, there are some clearing houses which exhibit heavy percentages of gain over a year ago, and in this particular Buffalo leads with 118.6 per cent, and is followed by Duluth, 109.4; Tacoma, 109.3; Chattanooga, 96.5; Sioux City, 84.1; Minneapolis, 81.8; Washington, 67.1; Fort Worth, 55.1, and Milwaukee, 54.7 per cent.

	Week Ending August 9.		Week End'g Aug. 2.		
	1890.	1889.	P. Cent.	1890.	P. Cent.
New York.....	\$66,109,108	\$55,599,000	+18.7	\$42,504,072	+15.2
Sales of—					
(Stocks.....shares.)	(910,949)	1,202,217	(-24.3)	(809,310)	(-1.2)
(Cotton.....bales.)	(132,300)	(184,700)	(-33.8)	(140,500)	(+17.2)
(Grain.....bushels.)	(53,960,025)	(11,583,525)	(+360.0)	(40,947,200)	(+10.6)
(Petroleum.....bbls.)	(1,744,000)	(1,744,000)	(-14.9)	(1,265,000)	(-17.5)
Boston.....	93,912,840	77,054,851	+21.1	98,837,292	+90.6
Providence.....	4,239,300	4,341,200	-2.3	4,338,700	+10.8
Hartford.....	3,056,726	1,668,881	+23.6	1,585,328	+19.9
New Haven.....	1,286,185	1,140,974	+12.8	1,190,555	+1.4
Springfield.....	1,382,183	1,165,778	+17.4	1,251,100	+18.8
Providence.....	900,000	900,000	+1.1	1,200,000	+9.1
Portland.....	1,152,584	1,086,473	+6.7	1,212,310	+23.3
Lowell.....	689,893	603,749	+14.3	638,981	+23.5
New Bedford.....	405,845	340,977	+19.1	350,541	+10.0
Total New England.....	105,470,126	88,288,861	+19.5	104,480,938	+1.9
Philadelphia.....	63,197,346	50,691,468	+5.9	63,933,457	-5.8
Pittsburg.....	14,320,594	11,449,027	+25.1	15,516,265	+29.2
Baltimore.....	13,224,550	10,947,190	+20.3	12,776,337	+18.3
Buffalo.....	7,465,686	3,415,597	+118.6	6,743,926	+119.0
Washington.....	1,986,780	1,015,488	+67.1	1,560,795	+49.9
Syracuse.....	796,198	719,850	+12.2	865,934	+3.9
Wilmington, Del.....	744,338	731,193	+1.8	963,895	+24.1
Rochester.....	1,343,559	.....	.....	1,803,662	.....
Total Middle.....	101,473,298	88,012,890	+15.2	102,489,938	+6.3
Chicago.....	83,583,887	63,642,246	+29.8	77,735,409	+94.1
Cincinnati.....	11,945,050	9,648,050	+23.8	10,843,350	+1.7
Milwaukee.....	7,328,503	4,677,419	+54.1	7,005,766	+28.3
Detroit.....	4,518,080	3,531,279	+27.8	4,871,771	+8.4
St. Paul.....	4,518,080	3,531,279	+27.8	5,287,300	+19.2
Columbus.....	2,891,690	2,355,100	+22.6	3,065,000	+6.4
Indianapolis.....	1,972,880	1,686,283	+18.4	1,865,745	+11.4
Peoria.....	1,374,061	1,475,175	-7.3	1,673,315	+31.1
Grand Rapids.....	790,509	646,090	+22.3	711,419	+20.7
Toledo.....	1,348,365	.....	.....	1,941,441	.....
Total Middle Western.....	120,091,346	92,690,314	+30.2	114,281,090	+31.1
San Francisco.....	17,250,988	14,794,941	+16.6	18,682,468	+7.7
Portland.....	1,198,685	1,818,975	-11.0	1,593,453	.....
Los Angeles.....	577,149	584,948	-1.2	506,000	+4.0
Tacoma.....	921,693	440,713	+109.3	900,116	+113.8
Seattle*.....	1,180,032	.....	.....	1,068,136	.....
Salt Lake City*.....	1,406,866	.....	.....	1,497,782	.....
Total Pacific.....	20,369,383	17,839,525	+15.5	21,594,067	+8.9
Kansas City.....	10,037,195	8,780,889	+14.3	10,143,785	+1.0
Minneapolis.....	6,293,834	3,462,087	+18.8	4,561,142	+9.1
St. Paul.....	5,219,651	3,920,667	+17.0	5,426,025	+4.3
Omaha.....	5,141,140	4,466,170	+15.8	5,529,000	+8.1
St. Louis.....	4,581,590	4,502,597	+36.0	4,785,076	+3.4
Duluth.....	2,136,015	1,020,443	+109.4	2,207,942	+114.5
St. Joseph.....	1,702,500	1,312,172	+29.7	1,331,400	+6.1
Wichita.....	865,009	748,491	+15.6	809,986	+16.0
Sioux City.....	547,649	460,871	+18.1	748,189	+74.8
Des Moines.....	585,729	805,138	-34.4	430,994	+29.1
Lincoln.....	578,041	539,000	+9.1	604,000	+14.9
Topeka.....	367,700	385,444	-9.6	335,173	-9.7
Total Other Western.....	39,263,040	24,916,749	+31.4	35,739,136	+33.1
St. Louis.....	22,104,120	14,147,213	+21.8	20,991,079	+29.5
New Orleans.....	5,639,051	5,030,669	+12.1	5,426,025	+13.2
Louisville.....	7,497,428	7,095,810	+5.7	6,615,000	+19.9
Memphis.....	1,269,114	1,269,270	+19.5	1,068,828	+31.4
Richmond.....	751,721	860,000	-12.6	606,422	-33.3
Gaiveston.....	1,130,048	845,222	+33.7	937,176	-10.5
Dallas.....	808,3 5	521,825	+55.1	822,703	+117.5
Norfolk.....	713,912	484,168	+11.7	601,514	+24.1
Lexington.....	431,190	411,870	+4.8	392,827	+19.5
Baltimore.....	90,000	490,000	+98.5	631,914	+49.1
Birmingham.....	714,432	541,434	+32.0	611,914	+8.3
Nashville*.....	2,456,441	.....	.....	2,248,57	.....
Total Southern.....	44,623,294	37,570,121	+17.8	41,968,058	+21.9
Total all.....	1,007,962,594	939,967,477	+16.3	1,037,570,871	+15.7
Outside New York.....	431,853,489	354,368,337	+21.5	425,066,799	+16.4

* Not included in totals.

THE FINANCIAL SITUATION.

The call money market was very active early in the week, but has been more quiet towards the close. This activity followed very naturally the disclosures last Saturday of the low condition of the bank reserves, and of the fact which our figures of the interior movement showed, that the demand from the West for currency for crop purposes had set in with much force. According to the bank return of last week five of the larger institutions held \$4,630,400 surplus, while the banks as a whole had only \$1,286,000, indicating that the great majority were below the limit of twenty-five per cent, and therefore in no condition to loan freely. Such being the situation, it is no surprise to learn that there was a very urgent inquiry for call money at the Stock Exchange by borrowers who had a line of unacceptable collateral to offer on loans, and that the operations of the Treasury have been watched with some solicitude. When it was seen that the bond purchases on Tuesday and Wednesday were comparatively large, and that the quota of silver had been obtained on Wednesday, more confidence was felt, and this was in some degree increased by rumors that a round lot of five million of bonds had been, or was about to be, offered the Government. The rumor had apparently no foundation, but money appeared to be in better supply and the rates less excessive.

So far as represented by bankers' balances the extremes for call money during the week have been 25 and 3 per cent, averaging about 10 per cent; renewals have ruled at from 8 to 6 per cent. The minimum for call money with banks and trust companies has been 6 per cent. Rates for time money have ruled steady all the week; on first-class collateral 6 per cent is asked for all dates, but the demand is not urgent for long time, whereas the supply of funds for short time is very limited; on other than first class collateral there is little doing. Quotations for commercial paper are of course only nominal, scarcely anything being done during the week; the quoted rates are $5\frac{1}{2}$ @ $5\frac{3}{4}$ per cent for sixty to ninety day endorsed bills receivable, $5\frac{3}{4}$ @ 6 per cent for four month acceptances, and 6 @ 7 per cent for good single names having from four to six months to run.

The Secretary of the Treasury has this week begun operations under the new silver bill, made two purchases of bullion, one on Wednesday and the other yesterday, and consequently two issues of the new silver certificates given in payment for the purchases. What were the amounts tendered or the prices paid by the Government have not been disclosed officially, but the amount accepted was small, reaching only 727,000 ounces for both days. Some disappointment has been shown because more bullion was not taken, and some criticism of Mr. Windom has been expressed because he did not publish the offers made and the prices paid. If we assume that the Secretary's purpose is not to disturb the market by his operations and to get his bullion at a fair market price (both of which purposes are in the line of his duty) we do not see but he attains those ends more completely now than he would if he followed the suggestions of his critics. Everyone except the mere speculator is interested in having the rise in silver (if it is to rise) steady and without severe set-backs. The advance stimulates the export trade of all gold currency nations. Consequently wide fluctuations in the market quotation of the white metal un-

settle and otherwise harm business. And yet that would be the tendency of the act if Mr. Windom were to accept 4½ million ounces on any single occasion; for the delivery might in that case make such a call on the visible supply as to give an idea of greater scarcity than really existed. If, on the other hand, he distributes his purchase in about equal amounts through the month the effect in the end is just the same on the supply, but the influence on the market is uniform.

Similar reasons may be given for not making public the offers the Government receives and the prices it pays. Of course these details are matters of record, and the people can have them if any question arises calling for their publication. In the meantime their disclosure week by week would only serve to help speculators, to impart unsteadiness to prices, and to embarrass Government action. Moreover, as the Director of the Mint says, it has never been the policy of the Department under any administration during the twelve and a-half years it has been purchasing silver to publish the prices, &c., and what we have suggested shows that motives exist stronger than ever before why this practice of past years should be continued. The public must remember, too, that the Secretary and every one else cannot help being interested in having silver advance just as rapidly as it will advance under legitimate influences. In that way all the facts and opinions which have been used for and against the present policy will be tested, and the world will be able to judge clearly what is needed to reinstate silver. On the other hand, if the white metal should be forced up to some high figure by unnatural means and after that should suffer a serious decline, the result would be disastrous to the world's industries and to our currency. To make haste slowly was never more desirable than in the present case, since by pursuing that method we are all the time sure of our ground.

The London money market appears to have recovered from the flurry caused by the crisis in the Argentine Republic, but this week there have been preparations for the semi-monthly settlement, which is unusually heavy, and consequently the market has been subject to more or less strain. Still the Bank of England is gaining bullion largely. This week it is reported to have gained £1,465,201, and a private cable to us states that this was the result of imports of £1,680,000, of an export of £100,000 (to Portugal) and shipments to the interior of Great Britain of £114,000. It is no surprise under these circumstances that discounts of sixty to ninety day bank bills in London are reported now down to $3\frac{1}{2}$ per cent, against 5 per cent the official minimum. The open market rate at Paris is $2\frac{3}{4}$ per cent and at Berlin and Frankfort it is $3\frac{1}{2}$ per cent.

Under the influence of dearer money our foreign exchange market has grown easier. On Tuesday Brown Bros. & Co. reduced their rate to 4 84½ for long and 4 88½ for short, while the Bank of Montreal posted 4 84½ and 4 88, Kidder, Peabody & Co. 4 84 and 4 88½, and the Bank of British North America 4 84 for sixty days and 4 88 for sight. Wednesday the rates grew firmer because of easier money, and yesterday all the bankers were quoting 4 84½ for long and 4 88½ for short. The market is for the moment wholly under the influence of the rates for money. So far as our foreign trade is concerned, the situation is unfavorable, the adverse balance being large. Merchandise exports appear, however, to keep up well. The Bureau of Statistics has

this week published the preliminary figures of exports of breadstuffs, cotton, &c., and we have prepared them in our usual way, and give the statement below.

EXPORTS OF BREADSTUFFS, PROVISIONS, COTTON AND PETROLEUM.

Exports from U. S.	1890.		1889.		1888.	
	July.	7 Months.	July.	7 Months.	July.	7 Months.
Quantities..						
Wheat,bush.	4,306,554	30,112,105	3,241,305	20,970,841	3,372,623	23,889,214
Flour..bbls.	725,426	6,679,452	888,798	5,021,834	810,419	6,414,953
Wheat..bu.	7,620,971	60,159,037	7,015,986	43,575,364	7,019,500	52,746,503
Corn..bush..	6,662,044	74,401,037	6,429,429	53,850,105	2,229,071	13,760,620
Tot. bush..	14,283,015	134,530,674	13,445,415	97,425,469	9,248,580	66,507,129
Values.						
Wh't & flour	7,299,741	56,006,694	6,601,955	41,041,161	6,540,880	49,538,324
Corn & meal	3,075,547	31,177,043	2,911,494	24,409,194	1,322,534	8,474,105
Rye.....	60,255	890,064	97,054	209,275	300	39,136
Oats & meal	272,000	4,417,451	83,117	365,496	24,611	184,488
Barley.....	17,057	281,200	23,325	120,528	16,14	212,195
Br'dstuffs..	10,733,639	92,773,352	9,806,945	67,036,654	7,904,455	58,389,138
Provisions..	14,737,287	93,388,468	14,843,655	78,454,236	9,771,937	57,588,297
Cotton.....	2,730,876	93,588,880	2,946,310	109,379,570	5,447,010	99,771,672
Petrol'm, &c.	4,825,268	26,473,892	4,600,906	28,187,483	4,143,042	25,872,554
Tot. value..	33,071,100	306,224,598	32,197,946	283,057,943	27,260,447	241,628,921

* Including cattle and hogs.

In another column we publish results showing the foreign trade of New York for July, and according to those returns the imports of merchandise at this port were in July, 1890, $7\frac{1}{2}$ million dollars in excess of July, 1889, and the exports over half a million less.

The report on the condition of the country's crops, issued by the Department of Agriculture at Washington last Saturday afternoon, confirms the previous unofficial statements of the damage done by the hot, dry weather which prevailed during July. It is to be remembered however, that the report comes down only to the 1st of August, and that since then many of the drouth-stricken districts have been relieved by copious rains. This last week particularly there has been quite general rain, which it is believed will save at least the late-planted corn. Judging from the figures furnished by the Agricultural Department, there has seldom been a period when within the short space of a month such a complete change was worked in the outlook as occurred between the 1st of July and the 1st of August the present year. Between the former and the latter day the condition of corn was reduced, according to the Washington report, about 20 points, or from 93.1 to 73.3, while spring wheat dropped from an average of 94.4 to 83.2, oats from 81.6 to 70.1, and potatoes from 91.7 to 77.4. If we compare with the 1st of August a year ago, we find that the condition for corn then was 94.8, against 73.3 now. The present figure is lower than for the corresponding date of any recent year —lower even than in 1881, when the condition the 1st of August was reported at 77. On oats the average of 70.1 now, compares with 92.3 last year, and on potatoes the present figure of 77.4 compares with 94.3. On spring wheat, however, the average at 83.2 is slightly higher than last year, when it was 81.2. But total production of wheat, including spring and winter, will be less than a year ago, and of course corn and oats will both show a greatly diminished production. The extent of the shortage will depend very much upon future developments. At present, current estimates place the probable corn yield at about 1,600 million bushels, against 2,100 million bushels in 1889. On the other hand all the current indications point to an exceptionally large yield of cotton, and cotton is as important a crop as any raised in this country and in some senses very much more important than any other.

It is desirable to see which sections of the country are likely to suffer most through the reduction of the corn yield, and we have obtained from the Agricultural Department the condition figures for each of the lead-

ing corn-producing States. It appears that the condition is placed lowest in Kansas, being reported there only 43, against 102 last year. For Nebraska the condition is given 69, against 101, and for Missouri 72, against 96. Iowa seems to have fared very much better than neighboring States, being credited with an average of 85, against 100 in 1889. In the Central Western section Ohio stands at 66, against 87; Indiana 70, against 87, and Illinois 71, against 90. The following is a comparison extending back a series of years.

CONDITION OF CORN

States.	1890.		1889.		1888.		1887.		1886.	
	Aug. 1.	July 1.	Aug. 1.	July 1.	Aug. 1.	July 1.	Aug. 1.	July 1.	Aug. 1.	July 1.
Illinois..	71	97	90	82	96	93	65	98	77	97
Iowa	85	95	100	95	98	89	90	99	73	99
Missouri ..	72	93	96	92	97	91	80	99	75	101
Kansas..	43	93	102	97	91	99	60	100	72	102
Indiana ..	70	94	87	81	99	95	64	98	90	95
Nebraska ..	69	91	101	98	96	91	75	100	76	95
Ohio	68	85	87	81	98	96	82	96	88	93
Michigan ..	76	89	76	70	95	96	63	99	80	96
Tennessee ..	72	90	98	92	99	98	89	98	83	88
Kentucky ..	67	87	97	90	98	97	78	95	87	91
Pennsylva	84	91	90	88	98	94	93	99	91	88
New York ..	83	87	80	80	92	94	100	96	92	92
Aver. U. S.	73.3	93.1	94.8	90.3	95.5	93	80.5	97.7	80.7	95.2

While one should be careful not to underestimate the effects of this shortage, on the other hand it is not well to ignore the favoring features in the situation to which we alluded on a previous occasion. Crops last season were excellent, and the benefits resulting from the same manifold. But there was one great drawback, namely the low prices. This has now been remedied, and if farmers do not raise so large a product the present year, at least they will get a very much better price for what they do raise. Furthermore, there is reason to believe that there is a considerable supply of the old crop in reserve, especially in the case of corn, and to the extent that this is so the loss now on account of a diminished production would be offset. Of course in those sections where the crop is a total failure, neither the stock of reserves nor the higher prices can offer full compensation for the loss incurred, but it is easy to see that in many localities farmers the present year may fare better from a pecuniary standpoint than last year, even on smaller crops.

As far as the railroads are concerned, assuming that the volume of the grain traffic should fall off, rates on many classes of freight will be nearer a paying basis than they have been in recent periods. The advance in rates on traffic west bound from Chicago is now in full effect, and the date for the advance in live stock tariffs, &c., from the Missouri River east bound to Chicago was this week fixed for August 25th. To some extent the benefits in these cases will be offset by the reduction in grain rates ordered by the Inter-State Commerce Commission, but it has not yet been definitely decided by the managers whether the reduction shall be agreed to or opposed. While on this question of railroad rates, we may say that the efforts of the trunk lines to restore tariffs between Chicago and the seaboard have not yet been crowned with success.

In the anthracite coal trade things are still dragging along in an unsatisfactory fashion. Meetings of the representatives of the companies are frequent, but with all the agreements and resolutions to restrict production to the wants of consumers, the outcome somehow is always disappointing. Still, Mr. John H. Jones has this week issued the usual statistics for the month of July, and they show a closer observance of agreement

to restrict than in any recent month. That is to say, while allotment for July was $3\frac{1}{4}$ million tons, the actual production has exceeded the same only slightly, standing at 3,310,078 tons. At this figure the output is over 317,000 tons less than in the corresponding period last year. Yet, in the face of this reduction, stocks at tidewater points increased slightly during the month. The following is our usual table showing stocks, production, &c..

Anthracite Coal.	July.			January 1 to July 31.		
	1890.	1889.	1888.	1890.	1889.	1888.
Stocks beginning of period	720,506	833,764	741,958	1,020,107	652,156	130,977
Production	3,310,078	3,627,522	3,366,273	18,676,031	18,774,724	19,521,728
Total supply ..	4,030,584	4,461,286	4,108,230	19,702,138	19,426,880	19,652,705
Stock end of period	751,231	788,068	580,469	751,231	788,068	586,469
Disposed of	3,279,353	3,673,217	3,521,761	18,950,907	18,638,811	19,066,286

According to the above the companies were able to dispose of only 3,279,353 tons in July, 1890, against 3,673,217 tons in July, 1889, or nearly 400,000 tons less. For the seven months of the year, however, the amount disposed of is 312,000 tons in excess of 1889, and with stocks at tidewater points slightly reduced as compared with Aug. 1, 1889, the situation would not be discouraging, except that it is known that some of the companies hold increased stocks at interior points, and retailers are also believed to hold quite large amounts.

The stock market, after quite severe depression early in the week (as the result of the bad bank statement, the poor crop report and the New York Central strike) has latterly shown quite a strong tone, increased activity and steadily advancing prices. There have been no special developments affecting the value of railroad properties, but with a decline in foreign exchange rates, the cessation of gold exports and easier rates for money in London, and the strike resulting unfavorably to the men, the disposition has been to look for an improvement in values. The low prices of Saturday and Monday also tempted purchases by persons who had previously been holding aloof. Railroad earnings still show gains over last year, and trade and business remain active.

The following gives the week's movements of money to and from the interior by the New York banks.

Week Ending August 15, 1890.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$2,167,000	\$2,540,000	Loss. \$373,000
Gold.....	.....	600,000	Loss. 600,000
Total gold and legal tenders....	\$2,167,000	\$3,140,000	Loss. \$973,000

With the Sub-Treasury operations the result is:

Week Ending August 15, 1890.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Bank anterior movement, as above	\$2,167,000	\$3,140,000	Loss. \$973,000
Sub-Treasury operations.....	15,200,000	16,200,000	Loss. 1,000,000
Total gold and legal tenders....	\$17,367,000	\$19,340,000	Loss. \$1,973,000

Bullion holdings of European banks.

Banks of	August 14, 1890.			August 15, 1889.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
England.....	22,087,460	.....	22,087,460	20,945,495	.....	20,945,495
France.....	52,606,000	50,679,000	103,285,000	52,701,000	50,357,000	102,958,000
Germany*.....	27,952,667	13,976,333	41,929,000	29,495,333	14,747,667	44,243,000
Aust.-Hung'y.	4,849,000	16,533,000	21,382,000	5,439,000	15,929,000	21,308,000
Netherlands..	4,897,000	5,357,000	10,254,000	5,539,000	6,516,000	12,055,000
Nat. Belgium*	2,879,000	1,440,000	4,319,000	2,643,000	1,322,000	3,965,000
Tot. this week	115,271,127	87,985,333	203,256,460	116,762,828	88,771,667	205,534,495
Tot. prev. w'k	114,062,777	87,976,333	202,039,110	115,510,015	88,862,333	204,372,348

* The division (between gold and silver) given in our table of coin and bullion in the Bank of Germany and the Bank of Belgium is made from the best estimate we are able to obtain; in neither case is it claimed to be accurate, as those banks make no distinction in their weekly returns, merely reporting the total gold and silver, but we believe the division we make is a close approximation.

NOTE.—We receive the foregoing results weekly by cable, and while not all of the date given at the head of the column, they are the returns issued nearest to that date—that is, the latest reported figures.

The Assay Office paid \$275,689 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certific's.	Silver Certific's.
Aug. 8.	\$548,418 29	\$110	\$15,650	\$29,700	\$6,800
" 9.	377,826 65	925	7,750	23,910	8,400
" 11.	661,572 14	1,025	16,950	88,610	9,150
" 12.	839,475 21	1,520	23,550	69,730	13,000
" 13.	415,306 05	435	6,450	31,610	6,000
" 14.	513,043 99	605	11,700	71,600	8,100
Total.	\$3,356,142 33	\$4,620	\$82,050	\$315,160	\$51,450

Included in the above payments were \$1,441 in silver coin, chiefly standard dollars, and \$2,901,437 in checks drawn against gold deposited in the Sub-Treasury.

SHALL LABOR ORGANIZATIONS MANAGE THE RAILROADS?

It is a misnomer to call the affair of this week between the New York Central Railroad and the Knights of Labor a contest between capital and labor, as so many have done and are still doing. We lay special stress on this point because so much is often involved in a name. When so called, it suggests, in a case like the present strength and oppression on the one side with weakness and distress on the other, and as a consequence our whole sympathy spontaneously, as it should, goes out towards the weaker. And yet the contest referred to was conspicuous at its inception for the absence of every essential element which marks such a struggle. There was no question of wages raised; there was no act of extortion charged; indeed nothing which in any measure involved a dispute with respect to money was at issue.

The truth of the matter is, the affair of last Friday night introduced a contest purely and simply between labor on the one side and the public on the other, the connection of the railroad as a party being only incidental. We say the railroad's connection was incidental, because the officials were merely the instruments of the railroad for regulating the carriage of traffic and directing the running of trains on behalf of its patrons. For the convenience, for the safety, and for the protection of the public they were put in charge. Suddenly and without notice the men employed by and subject to this direction, accepted outside dictation and quit their places. Every car stopped where it was. Women, children and strangers were left where they happened to be, and in many cases without protection, while freight of all kinds was abandoned and permitted to suffer, if of a kind to suffer. In brief, the entire machine was for the time being tied up without the least regard to the suffering, discomfort and loss occasioned thereby to the public.

The act which led up to this situation was the discharge of about fifty men by the New York Central Railroad. They were discharged under the rules of the road made and adopted for the conduct of the road's business. Vice-President Webb explained more than once to committees sent in behalf of the men who had lost their places, that the men had been discharged for good reasons, that they could not be taken back, and that they were not discharged because they were Knights of Labor. Thereupon an officer of the Knights of Labor called upon Mr. Webb as a mediator between the company and its employes, seeking to know the reasons for its action and to get the men reinstated.

Mr. Webb refused to discuss the matter with this outsider or with any other outsider, and the strike was the consequence of this refusal. We are careful to state these facts, although often repeated during the week by the daily press, as they bring out so clearly the nature of this dispute. They show that the stoppage of work was directed and carried out simply at the fiat of a council or leader of a labor organization because of a refusal on the part of the officer in charge of the running of the road to submit his action to the supervision and review of this labor leader.

The public consequently have presented to them in the boldest relief a case involving the abstract question, —who shall operate our roads? Fortunately for its proper settlement the point to be solved, as previously said, is not mixed with or embarrassed by any issue regarding wages or regarding grievances of any kind whatever. The demand made by the labor organization was and is in substance—submit your acts and your reasons when you discharge men to our judgment; if we approve what you have done, we will confirm it; if we do not approve, you will have to reverse your action; unless you accept these terms we will tie up your road. We had a taste Friday night of the rash and reckless spirit which thus seeks control. The method then used was in strict harmony with the purpose sought; for it is a mere issue of who shall rule, with differences in ways and results between the men and the officer as wide as the poles. Shall labor organizations have authority to dictate the causes for which employes may be discharged? Shall the measure of incompetence and the test of requirements be left to their judgment? Or shall the officers in charge formulate rules for handling traffic, for running trains and for the guidance and government of employes? There appears to us not a doubt as to the answer which must be made. If those put in charge of the administration of the road are not to control their men unquestioned by labor organizations, there can be no discipline, no efficiency, no safety. The issue is between order and disorder, between method and chaos. Mr. Webb and those who are situated like him have but one choice—either to resign or to enforce authority. We repeat, therefore, that in such a dispute and its proper settlement the public (whose lives and property are at stake) and not the road or the stockholder is the party in interest.

What we have said is not to be construed as meaning that even railroad employes can never strike and leave their work. We should be the last to deprive them of this or any other method for protecting or bettering themselves. They ought to have the widest liberty which is consistent with the safe and efficient operation of the road. But in taking a position with a public carrier it should be understood that such service has attached to it limitations which do not attach to service in most other capacities. The crew of a steamship in mid-ocean cannot be allowed to strike and stop work. Of much the same character and equally inadmissible is an abandonment by railroad employes of their positions in the middle of a journey. Then there is the other limitation, of even greater importance, which concerns the discipline of the army of workers employed, the rules made to govern their acts, and the unfettered judgment needed by those in control; all these are essential requirements circumscribing the service, and must unqualifiedly be conceded to the officer in charge. It is no holiday affair to run a railroad.

ERIE'S CHICAGO OUTLET.

It was of course a foregone conclusion that the Chicago & Atlantic at the foreclosure sale this week would be purchased in the interest of the Erie. The actual result of the sale, therefore, occasions no surprise. But the matter is important for various reasons. It is important because it marks the close of a long period of litigation and financial embarrassment, the successful carrying out of the reorganization plan, and the final undisputed possession of the property by the Erie. It is further important because it vitalizes assets in the Erie treasury represented by claims against the Chicago & Atlantic, and which are provided for under the reorganization, thus putting it within the power of the Erie management to improve very materially the Erie company's financial condition.

It is not necessary to go into a detailed history of the Chicago & Atlantic's career and of the difficulties and embarrassments through which it has passed. Suffice it to say that the road was built to provide a Chicago outlet for the Erie; that, opened in 1883, it became involved the very next year in the Grant & Ward disaster through the Erie's connection with the same; that default in interest then occurred; that efforts to reorganize the property have been prosecuted ever since, but always encountered obstacles; and that a final agreement between opposing interests was only reached a short time since, the sale now being the result of that agreement. Things had dragged along so slowly and tediously as almost to give an air of plausibility to the rumors that the Erie was in danger of losing its hold on the property. But in reality there was never any ground for such a fear. Of course, retention of the road was quite essential to the preservation of the Erie system in its entirety. The Chicago & Atlantic proper is a little less than 250 miles in length, extending from Marion, Ohio, on the New York Pennsylvania & Ohio (which latter the Erie controls by lease) to Hammond, Ind., about 20 miles this side of Chicago. To reach Chicago the tracks of the Chicago & Western Indiana are used, the Chicago & Atlantic having a traffic contract with that road. Deprived of the Atlantic, therefore, the Erie would be without a Chicago connection, and that at this stage of railroad operations would be a serious disadvantage. Hence, while there was no ground for fear as to the outcome, it is pleasing to know, nevertheless, that the matter has now been finally and definitely settled, leaving no further room for doubts as to the ownership.

The basis of the reorganization is the issue of \$12,000,000 new first mortgage bonds bearing 4 per cent interest till May 1, 1892, and five per cent thereafter, and the issue of \$10,000,000 non-cumulative income fives. Of the latter, one-half the whole amount, or \$5,000,000, will go to the Erie, which will also hold the \$100,000 stock (all the stock there is to be), and get besides \$2,000,000 of the new firsts. Two million of firsts, too, have been allowed for making improvements and additions to the property. Interest on these new firsts is to be guaranteed by the Erie, and the question arises what burden will the guarantee entail? The Chicago & Atlantic has not as yet developed a very large amount of local traffic, and the through traffic necessarily is carried at very low rates, with the result that the road is operated at a high ratio of expenses to earnings. Supposing that the whole of the \$12,000,000 new firsts were issued,

the annual call would be \$480,000. On the basis of the net earnings of the year ending June 30, 1889, that would leave quite a heavy deficit for the Erie to make good. But in the late year (we mean the twelve months ending June 30, 1890), results were very much better. We have succeeded in obtaining a statement of the gross and net earnings for that year, in comparison with those of the year preceding, and herewith give the figures.

CHICAGO & ATLANTIC.			
Year Ending June 30.—			
	1890.	1889.	Increase.
Gross earnings.....	\$2,679,508	\$2,180,623	\$498,885
Operating expenses.....	1,991,531	1,797,546	193,985
Net earnings.....	\$687,977	\$383,077	\$304,900

Thus net earnings for the fiscal year 1890 were \$304,900 larger than for the fiscal year preceding, and amounted to \$687,977, or more than \$200,000 above the \$480,000 required on the whole of the \$12,000,000 firsts. Allowance, however, must be made for the rental to the Chicago & Western Indiana, which for 1889 was \$171,408, making the total requirements for interest and rentals \$651,408, against the \$687,977 net earnings.

In the above we have sought to show what the Chicago & Atlantic could do on its own operations. But under the reorganization the Erie will operate the road, will pay taxes and rentals, and turn over 27½ per cent of the gross earnings to the Atlantic; this amount to be increased to 29 per cent when gross earnings reach 3½ million dollars. On the \$2,679,508 gross earnings for 1890, the 27½ per cent would yield \$736,864. Taking out of this \$736,864, \$480,000 interest on the 1st mortgage bonds, there would be left \$256,864 for interest on the incomes or for other purposes. It is expected, however, that only \$11,000,000 of the 1sts will be issued just at present, making the call for interest \$40,000 less, and increasing the balance for incomes, &c., to \$296,864. The result to the Erie on the basis of last year's operations would be that, with \$687,977 net earnings, it would be obliged to pay over \$736,864, besides, say, \$171,000 rentals to the Chicago & Western Indiana, making \$908,000 together. But the difference would be diminished by the amount of any interest the Erie might receive on the incomes held by it.

We have stated that under the reorganization the Erie gets \$2,000,000 of 1sts, \$5,000,000 of incomes and \$100,000 stock. The effect on the Erie's finances ought to be very beneficial. The company has been obliged to carry a very heavy floating debt. The balance sheet filed with the Railroad Commissioners at Albany this week shows that the gross total of this floating debt on June 30 was as much as \$7,366,456; cash and cash assets at the same date were \$3,352,546, reducing the net amount of the debt to about four million dollars. Further offsets were \$2,214,683 of advances to Chicago & Atlantic, \$2,084,544 of advances to the N. Y. L. E. & W. Coal & RR. Co., \$1,281,212 of advances to other companies, and \$1,191,148 due from Erie coal companies. The first of these, the Erie will now be in a position to realize on. The Chicago & Atlantic \$5,000,000 of incomes may not have any very high value just yet, but at least the \$2,000,000 of 1sts ought to command a good price. It is perhaps also well to point out that the Erie company's current statements of earnings are proving very satisfactory, gross for the nine months ending June 30 showing an increase of \$2,035,412, and net (after deducting amounts due leased roads operated on a percentage basis like the New York Pennsylvania & Ohio) an increase of \$413,206.

RAILROAD GROSS EARNINGS IN JULY.

The July exhibit of earnings is much like that for the month preceding—June. That is to say, the improvement shown is less striking, both in amount and ratio, than in most of the other months since last autumn, and yet there is steady progress toward higher totals, and the actual extent of the gain, all things considered, must be regarded as very satisfactory indeed. For June the gain at \$2,629,291, or 8·44 per cent (151 roads), was the smallest in about a year. For July now the increase amounts to \$3,166,350, or 8·96 per cent, the statement covering 158 roads. For April and May, which were exceptionally good months, the ratio of gain was respectively 13·73 per cent and 13·79 per cent.

It is to be remembered that we have now reached the period of year when the comparison is with excellent earnings last year. This remark applies to the July results with greater force than to the June results. In June last year the gain on the roads reporting was only \$1,353,500, or 4·47 per cent; for July it was \$2,459,707, or 8·34 per cent. Hence, the increase in the latter month the present year comes after a much heavier gain in 1889 than was the case in June. In other words, the improvement of \$3,166,350, or 8·96 per cent, in July, 1890, is additional to an improvement of about 2½ million dollars, or 8½ per cent, in July, 1889. July was a fairly satisfactory month, too, in most of the years preceding. The following is a record of the July results back to 1880.

Period.	Mileage.		Earnings.		Increase or Decrease.	
	Year Given.	Year	Year	Year		
		Preceding.				
	Miles.	Miles.	\$	\$	\$	
July, 1880 (47 roads).	.....	.....	16,749,536	12,491,254	Inc. 4,258,282
July, 1881 (47 roads).	35,111	31,424	17,954,311	15,354,850	Inc. 2,599,461	
July, 1882 (61 roads).	48,042	42,581	23,040,112	21,657,927	Inc. 1,991,185	
July, 1883 (66 roads).	54,041	49,393	24,397,308	23,234,881	Inc. 1,142,487	
July, 1884 (40 roads).	31,013	29,108	13,054,577	13,052,727	Inc. 1,850	
July, 1885 (66 roads).	47,697	47,296	17,793,618	17,859,371	Dec. 65,753	
July, 1886 (68 roads).	49,651	48,126	22,825,356	19,578,038	Inc. 3,247,322	
July, 1887 (107 roads).	61,751	58,750	26,482,214	24,240,706	Inc. 2,241,558	
July, 1888 (102 roads).	61,519	57,915	25,365,484	24,519,476	Inc. 846,008	
July, 1889 (129 roads).	80,014	76,673	31,940,212	29,480,505	Inc. 2,459,707	
July, 1890 (158 roads).	87,107	85,172	38,516,474	35,350,124	Inc. 3,166,350	

Another point of difference has been gradually developing in recent months. There are not so many exceptionally heavy amounts of gain by separate roads or systems, and quite a number of companies formerly distinguished in that way contribute only very moderate increases now—which makes the continued heavy additions in the aggregate all the more noteworthy. The Atchison system still leads all others in magnitude of increase, its total gain for the month (including the San Francisco and the lines half owned) being no less than \$520,945. But aside from the Atchison there are only six companies which have as much as \$100,000 increase and none which have as much as \$200,000 increase. The Northern Pacific for a long while furnished gains ranging from \$200,000 to \$400,000 a month. Latterly the increase has fallen to much smaller figures, the amount for July being \$61,967. For a year or so the Chesapeake & Ohio, with the opening of its Cincinnati extension, also furnished surprising returns—say from \$125,000 to \$175,000 increase a month; now that comparison is being made with the heavy totals of last year, the addition for July is only \$27,447. The Missouri Kansas & Texas likewise for a time reported quite notable increases; for July it has but \$14,601 gain. The Wabash, the Mexican National and the Grand Trunk are some others which at one time or another held prominent places among

the roads having heavy improvement; for July the whole three have suffered a decrease. And so instances might be multiplied.

But the point of most importance is, that as these roads have retreated from the front position, others have come forward and taken their place. Some Southern roads which were prominent before have become still more so, while from the same section there have been accessions to the ranks from those whose progress at first had been at a slower pace—the Mobile & Ohio being a type of this class. From the Middle Western States also there are many instances of steadily improving results. Then we have increasing gains by some of the roads lying west of Chicago—the Milwaukee & St. Paul and the Denver & Rio Grande for example. The St. Paul in recent periods has had some heavy amounts of increase, but the improvement has not been uninterrupted, and in June there was a loss of \$57,328; for July now there is a gain of \$171,602, which is larger in amount than that reported by any other company except the Atchison. The Denver & Rio Grande reports \$120,040 increase, which is the heaviest addition for that road of any month for years. For the purpose of indicating which companies are now most prominent in swelling the aggregate extent of gain, we have prepared the following list of 23 systems (and representing in detail 37 roads in our table) which for July record an addition of \$40,000 or more.

Atchison and San. Fran.	\$520,945	Gr. Rap. & Ind. (3 roads)	\$68,836
Chicago Mil. & St. Paul ..	171,602	Chicago & East Illinois....	64,060
Manitoba (3 roads).....	142,492	Northern Pacific.....	61,967
East Tennessee.....	121,556	Chic. St. Paul & K. City....	54,222
Canadian Pacific.....	121,000	New York Central.....	52,908
Denver & Rio Grande.....	120,040	Long Island.....	52,848
Norfolk & Western.....	111,288	Mobile & Ohio.....	50,193
Wisconsin Central.....	94,546	Col. Hock. Val. & Toledo....	49,890
Louisville & Nashville....	93,981	Minn. St. P. & S. S. M.	45,177
Clev. Cin. Chic. & St. L.	86,933	Duluth S. S. & Atlantic....	43,924
Richmond & Dan. system (8 roads).....	75,196	Louisville N. O. & Texas....	43,828
		Nash. Chatt. & St. Louis....	41,958

These 23 systems, or 37 roads, have \$2,289,390 gain. The whole 158 roads in our table show \$3,166,350 gain, and thus the 37 roads in question have supplied the bulk of the total. It is important, however, that the amount of increase in each case should be considered in connection with the road making it. For in that way we can see better the degree of improvement taking place. The \$52,908 addition on the New York Central, for instance, while not unsatisfactory in itself, especially if we bear in mind that it follows uninterrupted gains for several years preceding, represents less than 2 per cent increase. But the \$50,193 addition on the Mobile & Ohio is equivalent to nearly 25 per cent increase, and in that case, too, the improvement follows uninterrupted gains for several years preceding. So with the St. Paul's increase of \$171,602; that equals not quite 9 per cent. The \$121,556 increase on the East Tennessee is over 25 per cent, and the \$111,288 increase on the Norfolk & Western is also over 25 per cent.

It will be observed that Southern roads are unusually prominent for extent and degree of improvement. This is no new feature, and yet it possesses this time especial significance. For the improvement is made at a period when the cotton movement is of unusually small proportions—July and August being the end of the old crop year—and hence it cannot be claimed that the increase has come from that source. In other words, we have convincing evidence that the growth is due to general industrial and manufacturing development—to the opening of iron and coal mines and the extension of business activity in all branches of trade. And this being the case, the fact that three such prominent sys-

tems as the East Tennessee, the Mobile & Ohio and the Norfolk & Western each show about 25 per cent gain gives an idea of the expansion taking place. What adds to the significance of these gains is that the addition to the mileage operated is small, the Mobile & Ohio in fact operating the same mileage. Nor do the roads mentioned stand alone in their heavy gains in earnings. Most others show just as conspicuous growth, and some of the minor roads proportionately even more so, though in a few instances on a much larger extent of road. The earnings of the Georgia Southern & Florida stand at \$67,223, against \$27,481 (showing nearly 150 per cent gain), mileage being up to 285 from 152 miles. The Cape Fear & Yadkin Valley has an increase from \$27,243 to \$42,581, or over 50 per cent, mileage being up only from 245 to 335 miles. The Atlanta & Florida has over 100 per cent gain, the Tennessee Midland over 50 per cent gain, and the Chattanooga Rome & Columbus over 33½ per cent gain, all with no change in mileage. And various other instances of the same kind might be mentioned. For the Chesapeake & Ohio and the Erlanger system the gains are quite moderate. On the Louisville & Nashville the increase is \$93,981, or about 6½ per cent. Only three Southern roads (out of 48 reporting) have losses, and these minor ones—namely, Gulf & Chicago, New Orleans & Gulf and Kentucky Central. The following is a six year comparison for the more prominent Southern roads.

July.	1890.	1889.	1888.	1887.	1886.	1885.
*	\$	\$	\$	\$	\$	\$
Chesapeake & Ohio	612,884	585,437	442,326	414,700	†460,500	235,833
Che. Ohio & So. W.	188,803	181,050	178,412	174,852	147,418	131,678
Cin. N.O. & Tex. P.*	651,473	623,051	580,402	496,001	411,222	381,332
E. Tenn. Va. & Ga.	593,052	471,496	466,594	424,215	331,046	209,834
Louisville & Nash.	1,542,475	1,448,494	1,333,432	1,326,661	1,257,207	1,057,332
Louisv. N.O. & Tex	202,337	158,509	154,161	115,285	110,664	68,372
Memphis & Char.	141,615	125,514	115,138	127,897	95,463	83,816
Mobile & Ohio	257,193	207,000	179,282	175,668	174,305	130,236
Norfolk & West.	532,551	421,263	407,286	334,764	260,280	210,476
Rich. & Danv. syst.	978,350	903,154	738,042	699,562	601,830	564,689
Shen. Valley.....	114,000	87,794	71,512	71,690	66,120	62,133
South Carolina....	105,000	96,061	83,211	75,300	74,777	61,138
Total.....	5,919,733	5,309,423	4,739,706	4,466,601	4,019,850	3,385,849

* Entire system.

† Exact receipts of the Richmond & Alleghany for this year not known to us; we have, however, made an arbitrary allowance for the same.

We have referred above to the small extent of the cotton movement. The subjoined table shows that, all told, the receipts at the Southern outports during the month were only 8,359 bales.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN JULY, AND FROM JANUARY 1 TO JULY 31, 1890, 1889 AND 1888.

Ports.	July.					Since January 1.	
	1890.	1889.	1888.	1890.	1889.	1888.	
Galveston.....bales.	287	276	984	156,142	174,436	104,641	
El Paso, &c.	.....	73	.....	16,077	19,244	.....
New Orleans.....	3,109	3,019	8,066	543,772	554,537	570,545	
Mobile.....	106	114	663	50,008	60,744	46,982	
Florida.....	12	.....	28	13,601	10,569	3,977	
Savannah.....	2,247	1,880	3,746	185,248	179,813	152,105	
Brunswick, &c.	.....	.....	354	52,158	69,596	30,080	
Charleston.....	387	111	3,180	43,151	91,002	80,084	
Port Royal, &c.	.....	583	80	435	6,461	5,875	
Wilmington.....	64	34	373	19,513	23,880	19,995	
Washington, &c.	.....	.....	1	1,028	1,556	857	
Norton.....	632	172	2,142	100,963	125,382	127,703	
West Point, &c.	1,515	207	2,168	115,210	225,810	150,733	
Total.....	8,359	6,478	21,774	1,208,245	1,552,380	1,290,577	

As regards Southwestern roads we have already alluded to the excellent exhibits of the Atchison and the Denver & Rio Grande. The St. Louis Arkansas & Texas, the Rio Grande Western and the St. Joseph & Grand Island also show quite large gains. The Rock Island on the other hand reports a loss of \$79,144, the Kansas City Fort Scott & Memphis \$23,953 loss for the first three weeks of the month and the Little Rock & Memphis \$198 decrease for the full month.

July.	1890.	1889.	1888.	1887.	1886.	1885.
	\$	\$	\$	\$	\$	\$
Denver & Rio Gr.	805,500	689,460	671,977	678,170	610,082	551,063
St. L. Ark. & Texas	300,177	261,732	219,042	190,135	149,502	87,593
St. L. & San Fran.	548,722	517,856	454,890	527,372	405,207	315,921
Texas & Pacific....	494,992	490,425	472,927	400,956	426,120	.....
Total.....	2,152,391	1,961,473	1,818,826	1,796,633	1,590,971	.....

From the Northwest the returns are very good indeed. Besides the heavy gain which the St. Paul has, the Manitoba, the Wisconsin Central, the "Soo" Road, the St. Paul & Kansas City, the Duluth South Shore & Atlantic, and various others, are distinguished in the same way. Only the Minneapolis & St. Louis and three minor roads report losses—the Burlington & Western, the Keokuk & Western and the Des Moines & Northwestern.

July.	1890.	1889.	1888.	1887.	1886.	1885.
	\$	\$	\$	\$	\$	\$
Chic. Mill. & St. Paul	2,149,000	1,977,398	1,924,565	1,846,456	2,036,726	1,803,976
Iowa Central.....	125,530	109,735	104,429	99,974	99,956	85,079
Mil. L. S. & West...	338,054	351,518	297,792	326,214	218,444	114,272
Milwaukee & Nor.	127,245	103,867	90,632	89,824	52,822	46,809
Minn. & St. Louis.	119,800	120,474	109,634	106,683	118,394	131,331
St. Paul & Duluth	139,625	122,154	181,595	181,272	139,127	146,234
St. P. Minn. & Man.	746,328	638,699	825,208	621,345	571,528	550,387
Total.....	3,765,582	3,423,805	3,533,915	3,242,708	3,266,995	2,970,088

In the case of the Northern Pacific and Canadian Pacific, the improvement was very decided in several previous years, and hence it is less conspicuous now.

To what are the improved results in the Northwest due? The advance in freight rates west bound from Chicago did not go into effect till the 1st of August, but on the other hand passenger rates were maintained on the basis agreed upon through the month under review, and, in addition, it is known that general business was active, affording a large volume of miscellaneous freight. In the case of the grain movement, the gain over last year has been on a much smaller scale than heretofore. This may be seen from the following, giving the comparative receipts for a series of years at Chicago.

RECEIPTS AT CHICAGO DURING JULY AND SINCE JANUARY 1.

	July.		January 1 to July 31.			
	1890.	1889.	1890.	1889.	1888.	
Wheat.bush.	1,017,389	1,208,572	786,326	4,514,152	4,206,507	4,394,788
Corn..bush.	8,103,811	7,669,048	3,355,639	54,280,803	39,865,513	31,880,157
Oats..bush.	4,638,807	3,523,882	2,861,532	35,442,686	23,726,254	25,765,143
Rye..bush.	149,405	112,576	58,753	1,533,448	682,992	540,677
Barley.bush.	68,120	34,895	38,608	5,449,766	4,698,987	3,821,254
Total grain	13,977,532	12,608,973	7,100,918	101,220,855	73,180,233	66,702,019
Flour..bbis.	243,948	324,773	386,022	2,289,793	1,870,773	3,877,831
Pork...bbis.	8,944	1,060	2,407	51,363	20,918	24,711
Cut m'ts.lbs.	28,843,078	30,640,768	11,329,322	194,299,991	153,653,206	83,990,343
Lard...	14,795,599	11,232,153	4,070,900	87,116,406	60,724,190	41,371,602
Live hogs No	612,355	414,696	331,379	4,124,727	3,267,517	3,076,200

Thus the increase at Chicago in the grain arrivals of all kinds during July was only about 1½ million bushels. For June the increase had been over 7 million bushels. In wheat there is a falling off, though this is due to diminished shipments from the winter wheat districts rather than from the spring wheat districts of the Northwest. Still the spring wheat movement as a whole seems to have been smaller than a year ago. For instance, at Minneapolis the receipts for the five weeks ending August 2 this year foot up only 1,170,290 bushels, against 2,421,595 bushels in the corresponding period last year. There was a decided increase during the same period in the arrivals at Duluth, but not enough to offset this loss.

If, however, there was but little gain in the Northwest on the grain movement, the advantages from increased shipments of provisions and live stock have been very important. Especially is this true of the live stock movement. From the above table it will be seen that 612,355 head of live hogs were delivered at Chicago in July, 1890, against only 414,696 in July, 1889, being

an increase of nearly 200,000 head. Taking the live stock movement as a whole, we find that the receipts comprised 27,728 car loads this year, against only 21,518 car loads in July, 1889. Not a single one of the larger roads fails to show an increase, and in some cases the expansion has been very heavy, the Atchison reporting 2,735 against 1,066 car loads, the Burlington & Quincy 8,108 against 5,909, the Alton 3,199 against 2,212, the Northwestern 2,927 against 2,707, the Rock Island 2,638 against 2,568, the Wabash 2,199 against 2,036 and the Illinois Central 1,844 against 1,705 car loads.

At most other Western points the grain movement was moderately heavier than in the same month last year. St. Louis, Toledo, Detroit and Cleveland all record larger wheat receipts, but the heaviest gain has been in corn and oats. Below is our usual detailed statement. It will be observed that taking all the Western ports together, including Chicago, Duluth and Minneapolis, the flour and wheat receipts indicate a falling off, but corn and oats a gain of about 2½ million bushels each. In the previous month, or rather in the four weeks ending June 28, the gain in corn had been nearly 8½ million bushels and in oats about 3½ million.

RECEIPTS OF FLOUR AND GRAIN FOR FIVE WKS ENDED AUGUST 2,

AND SINCE JANUARY 1.

	Flour. (bush.)	Wheat. (bush.)	Corn. (bush.)	Oats. (bush.)	Barley. (bush.)	Rye. (bush.)
<i>Chicago—</i>						
5 wks. July, 1890.	290,306	1,173,008	8,685,816	5,120,803	71,881	158,245
5 wks. July, 1889.	362,817	1,577,998	8,453,962	3,057,957	35,454	124,281
Since Jan. 1, 1890	2,386,049	4,718,305	55,342,082	39,088,600	5,538,390	1,569,970
Since Jan. 1, 1889	2,019,700	4,724,049	41,175,083	21,389,545	4,749,161	708,948
<i>Milwaukee—</i>						
5 wks. July, 1890.	132,507	385,757	57,960	574,280	169,230	71,356
5 wks. July, 1889.	128,933	518,972	59,900	206,000	113,900	22,600
Since Jan. 1, 1890	1,453,317	3,241,398	430,570	2,123,780	8,175,578	661,121
Since Jan. 1, 1889	1,197,999	2,903,105	638,145	1,410,000	2,307,860	178,169
<i>St. Louis—</i>						
5 wks. July, 1890.	107,631	2,768,847	2,375,960	1,073,195	6,500	11,878
5 wks. July, 1889.	89,681	2,712,265	1,270,095	935,510	600	6,158
Since Jan. 1, 1890	744,106	5,743,987	38,548,573	6,025,665	900,662	372,506
Since Jan. 1, 1889	553,573	4,257,524	17,062,619	5,941,915	581,085	72,345
<i>Toledo—</i>						
5 wks. July, 1890.	8,819	1,423,663	1,127,884	16,477	.....	25,873
5 wks. July, 1889.	14,069	913,708	101,881	11,208	570	7,265
Since Jan. 1, 1890	65,557	2,400,404	34,075	107,663	22,702	60,344
Since Jan. 1, 1889	78,345	1,510,357	2,158,162	148,174	58,632	32,837
<i>Detroit—</i>						
5 wks. July, 1890.	12,843	473,629	61,435	161,382	600	.....
5 wks. July, 1889.	13,636	280,559	34,075	144,961	1,888	.....
Since Jan. 1, 1890	100,357	2,029,559	935,914	986,183	506,965	.....
Since Jan. 1, 1889	79,210	1,189,323	1,510,550	871,521	296,498	.....
<i>Cleveland—</i>						
5 wks. July, 1890.	34,207	252,496	101,564	207,950	20,448	125
5 wks. July, 1889.	30,894	135,538	22,730	215,879	24,729	87
Since Jan. 1, 1890	198,975	1,310,693	553,551	1,480,642	336,643	24,728
Since Jan. 1, 1889	197,733	1,104,700	92,075	994,047	251,460	13,566
<i>Portland—</i>						
5 wks. July, 1890.	12,356	110,500	64,000	1,443,000	16,700	35,350
5 wks. July, 1889.	8,600	135,860	596,350	935,000	21,600	28,875
Since Jan. 1, 1890	67,258	523,090	8,369,501	8,970,000	680,450	172,850
Since Jan. 1, 1889	59,241	583,028	6,699,000	6,179,000	417,600	241,625
<i>Duluth—</i>						
5 wks. July, 1890.	225,602	754,155	172,138	75,015	.....	.....
5 wks. July, 1889.	321,195	137,326	117,000	46,312	.....	.....
Since Jan. 1, 1890	956,363	4,135,885	1,478,222	1,163,051	.....	.....
Since Jan. 1, 1889	913,188	2,074,393	605,937	75,705	.....	.....
<i>Minneapolis—</i>						
5 wks. July, 1890.	.....	1,170,290	.....	.....	.....	.....
5 wks. July, 1889.	.....	2,421,595	.....	.....	.....	.....
Since Jan. 1, 1890	16,483,723	.....	.....	.....	.....	.....
Since Jan. 1, 1889	15,793	14,243,309	.....	.....	.....	.....
<i>Total of all—</i>						
5 wks. July, 1890.	814,901	8,621,985	18,228,757	8,732,102	285,300	302,847
5 wks. July, 1889.	985,828	9,015,755	10,656,619	6,454,421	198,733	189,266
Since Jan. 1, 1890	5,951,976	40,584,334	118,132,131	57,526,587	11,221,390	2,864,519
Since Jan. 1, 1889	5,114,789	32,046,548	70,270,391	39,831,167	8,562,296	1,247,190

Aided by the heavier grain movement and also by the active state of general business, the roads in the Middle Western States present as a whole very flattering exhibits. The Grand Trunk of Canada and some of its connections have heavy losses, by reason probably of the dressed beef difficulty, and the Wabash loss is doubtless to some extent attributable to the same circumstance. But, including these, there are only nine roads which fall behind, while there are no less than forty-four which report improvement—in very respectable proportions, too, as a rule. The Chicago & Eastern Illinois and the Columbus Hocking Valley & Toledo have gained heavily on the coal business. The Cleveland Cincinnati Chicago & St. Louis has enlarged its earnings \$86,933, or about 9 per cent. On the Louisville New Albany & Chicago the gain is \$36,105, or 18 per cent. The improvement

in this case is said to be largely due to closer arrangements established with the Pennsylvania and the Louisville & Nashville, to the mutual advantage of the three systems. The Grand Rapids & Indiana also has done quite well. Among the smaller roads the Toledo & Ohio Central, the Wheeling & Lake Erie, the Indianapolis Decatur & Western, the Toledo St. Louis & Kansas City, the Louisville Evansville & St. Louis, the Toledo Ann Arbor & North Michigan and the St. Louis Alton & Terre Haute all deserve mention for the excellent character of their returns. The Alton & Terre Haute, for instance, with no increase in mileage, has enlarged its gross receipts \$30,257, or nearly 40 per cent.

July.	1890.	1889.	1888.	1887.	1886.	1885.
	\$	\$	\$	\$	\$	\$
Balt. & O. Southw.	185,984	164,824	162,708	172,112	150,820	120,104
Chicago & Atlan.	211,344	182,345	175,905	187,390	130,019	80,911
Chicago & East. Ill.	273,903	209,843	206,707	203,065	169,442	114,055
Chic. & West. Mich.	125,406	111,504	123,818	118,564	122,704	113,853
Col. Hock. & Tol.	269,471	219,581	248,155	194,668	108,116	187,518
Det. Lansing & No.	102,591	91,062	83,933	89,312	107,899	93,502
Evansv. & Terre H.	98,583	83,755	78,188	79,262	85,104	66,643
Flint & P. Marq.	221,783	193,864	195,659	223,163	179,730	151,702
Grand Rap. & Ind.	346,630	277,793	259,388	279,103	238,799	207,239
Gr. Trans. of Can.	2,001,070	2,021,758	1,881,711	1,888,225	1,680,976	1,408,177
N. Y. Cent. & H. R.	3,004,827	2,951,019	2,850,191	2,779,198	2,677,626	1,665,554
Ohio & Mississippi.	311,800	311,078	275,591	322,692	335,431	281,769
Tol. & Ohio Cent.	143,772	110,348	90,822	80,264	67,750	57,674
Total.	7,297,238	6,930,574	6,580,906	6,567,018	6,134,485	4,557,821

* All lines.

† Chicago & Indiana Coal not included here.

‡ West Shore not included here.

Five weeks in each year.

GROSS EARNINGS AND MILEAGE IN JULY.

Name of Road.	Gross Earnings.		Mileage		
	1890.	1889.	Increase or Decrease.	1890.	1889.
Anniston & Cincinnati	\$ 12,576	\$ 8,930	+3,646	35	35
Atch. Top. & S. Fe.	2,330,877	1,878,400	+452,477	6,528	6,529
R'ds jntly own'd, 1/2	128,393	109,452	+18,941	582	582
St. L. & San Fran.	548,722	517,856	+30,866	1,329	1,329
R'ds jntly own'd, 1/2	125,924	107,263	+18,661	526	526
Atlanta & Florida	13,270	6,276	+6,994	105	105
Atlanta & West Point.	31,794	23,334	+8,460	86	86
Balt. & Ohio Southw.	155,984	164,824	+21,160	281	281
Buff. Roch. & Pitts.	199,406	172,832	+26,574	294	294
*Burl. Ced. Rap. No.	159,248	147,226	+12,022	1,046	1,046
Burl. & Northwestern	5,306	5,297	+9	52	52
Burl. & Western	4,700	5,204	-504	105	105
Canadian Pacific	1,429,000	1,308,000	+121,000	5,148	4,957
C. Fear & Yad. Val.	42,581	27,243	+15,338	335	245
*Central Vermont	332,574	321,839	+10,735	504	504
*New London North	50,009	55,415	-5,406	100	100
Ogdens. & L. Cham.	81,999	75,340	+6,059	118	118
Chaff. Roma & Col.	31,000	22,889	+8,101	140	140
Chattanooga Union	11,925	10,263	+1,662	43	43
Chesapeake & Ohio	612,884	585,437	+27,447	915	915
Chee. O. & So. West'n.	188,803	181,050	+7,753	398	398
Chic. & Atlantic	211,344	182,345	+28,999	269	269
Chic. & East. Illinois	273,903	209,843	+64,060	436	436
Chic. Milw. & St. P.	2,149,000	1,977,398	+171,602	5,678	5,678
Chic. R. Isl. & Pac.	1,275,109	1,354,253	-79,144	3,354	2,527
Chic. St. P. & Kan. C.	324,623	270,461	+51,222	790	790
Chic. & West Mich.	125,406	111,504	+13,902	408	408
Chip. Val. (Man. Div.)	18,318	17,902	+416	407	407
Cin. Georg. & Ports.	6,252	6,028	+224	42	42
Cin. Jack. & Mack.	60,110	50,338	+9,772	344	344
Cin. N. Orl. & Tex. P.	340,194	323,076	+12,118	336	336
Ala. Gt. Southern.	145,446	143,360	+2,086	295	295
N. Orl. & Northeast.	83,307	71,444	+11,863	196	196
Ala. & Vickshburg.	41,463	40,453	+1,015	143	143
Vicks. Shrev. & Pac.	41,058	39,718	+1,340	170	170
Cin. Northwestern.	1,836	1,905	-69	8	8
Cin. Wab. & Michigan	53,628	48,431	+5,197	165	165
Clev. Akron & Col.	70,894	60,251	+10,643	194	194
Clev. Cin. Ch. & St. L.	1,030,155	943,222	+86,933	1,564	1,564
Peoria & East. Div.	112,995	101,790	+11,205	353	353
Cleveland & Marietta	26,317	21,411	+4,906	104	104
Colorado Midland	155,194	140,363	+14,831	267	267
Col. Hock. Val. & Tol.	269,471	219,581	+49,890	325	325
Colusa & Lake	2,279	2,915	-636	22	22
Covington & Macon	11,722	7,935	+3,787	107	107
Day. Ft. Wayne & Chic.	39,229	35,591	+3,501	259	259
Deny. & Rio Grande	808,500	688,460	+120,040	1,499	1,481
Des M. & N. Western.	15,500	16,543	-1,043	115	115
Det. Bay City & Alp.	49,600	44,654	+4,946	232	226
Det. Lansing & N.	102,591	91,962	+10,629	323	323
Dul. So. Shore & At.	262,706	218,792	+43,924	522	522
E. Tenn. Va. & Ga.	593,052	471,496	+121,556	1,209	1,140
Evansv. & Indiana	26,003	26,751	-748	150	150
Evansv. & T. Hant.	98,583	83,755	+14,828	156	156
Flint & Pere Marq.	221,786	193,864	+27,922	625	379
Flor. Cent. & Penin.	80,370	73,643	+1,727	574	574
Ga. South. & Florida	67,223	27,481	+39,742	285	152
Gr. Rapids & Indiana	292,561	221,408	+61,153	409	409
Cin. Rich. & Ft. W.	45,481	38,815	+6,666	86	86
Other lines.	18,587	17,570	+1,017	72	72
*Gr. Tr. of Canada	2,001,076	2,021,758	-20,682	3,487	3,479
Chi. & Gr. Trunk.	330,673	355,194	-24,521	335	335
Det. Gr. H. & Mil.	104,399	104,083	+316	189	189
Gulf & Chicago	2,734	2,886	-152	62	62
Humeston & Shen.	11,209	11,553	+345	95	95
Ind. Dec. & West.	41,220	30,213	+11,007	102	152
Iowa Central.	125,530	109,755	+15,775	509	509
Iron Railway.	2,620	3,040	-447	20	20
Kanawha & Mich.	32,547	23,690	+9,857	129	129
Kan. C. Ft. S. & Mem.	208,76	232,029	-23,953	671	671
Kan. C. Mem. & Bir.	75,599	66,052	+9,507	275	275
Kentucky Central.	85,386	91,139	-5,753	254	254
Kokuk & Western.	26,356	26,538	-152	148	148
Kingst. & Pembroke.	16,909	16,751	+158	113	113

Name of Road.	Gross Earnings.		Mileage.		
	1890.	1889.	Increase or Decrease.	1890.	1889.
Lake Erie All. & So.	\$ 5,801	\$ 4,556	+1,245	61	61
Lake Erie & West'n a.	248,326	232,989	+15,428	722	722
Lehigh & Hud. River.	29,471	29,333	+88	63	63
Little Rock & Mem.	40,184	40,382	-198	135	135
Long Island.	496,965	444,117	+52,848	361	361
Louisv. Evans. & St. L.	109,780	83,887	+25,893	386	321
Louisv. & Nashville.	1,512,475	1,448,494	+93,981	2,208	2,175
Louis. N. Alb. & Chic.	237,300	201,195	+36,105	537	537
Louis. N. Orl. & Texas.	202,337	158,509	+43,828	657	570
Louisv. St. L. & Tex.	32,356	26,558	+5,798	121	121
Louisville Southern.	43,151	32,678	+10,473	83	83
Lynch. & Durham.	9,200	1,970	+7,230	20	20
Memp. & Char'ston.	141,615	125,514	+16,101	330	330
Mexican Central.	450,513	472,598	-22,085	1,527	1,527
Mexican National.	281,428	299,464	-18,036	1,218	1,218
Mexican Railway.	417,163	384,099	+33,070	293	293
Milw. L. Shore & W.	358,054	351,518	+6,536	692	651
Milw. & Northern.	127,245	103,867	+23,378	303	303
Mineral Range.	11,644	10,282	+1,362	17	17
Minn. & St. Louis.	119,500	120,474	-674	363	363
Mobile & Texas.	640,735	626,134	+14,601	1,806	1,681
Mobile & Ohio.	257,193	207,000	+50,193	687	687
Natc. Red Riv. & Tex.	341,167	299,209	+41,958	652	652
Natc. New Orleans & Gulf.	3,004,827	2,951,919	+52,908	1,420	1,420
N. Y. Cent. & Hud. Riv.	44,405	55,153	-10,748	61	61
N. Y. Ont. & West'n.	233,113	210,059	+23,054	425	371
Norfolk & Western.	532,551	421,263	+111,288	638	594
Northern Pacific.	1,987,361	1,925,394	+61,967	3,613	3,452
Ohio & Mississippi.	311,360	311,078	+782	623	623
Ohio & Northwestern.	21,245	19,400	+1,845	106	106
Ohio River.	92,799	98,888	-6,089	19	19
Ohio River.	61,685	53,639	+8,046	215	215
Ohio Southern.	39,754	32,716	+7,038	128	128
Ohio Valley of Ken.	21,126	17,875	+3,251	108	108
Poe. Dec. & Evansv.	65,538	55,736	+9,802	254	254
Pittsb. & Western.	2,833	2,109	+724	25	25
Prescott & Ariz. Cent.	13,957	9,149	+4,808	73	73
Quin. Omaha & K. C.	20,237	17,447	+2,790	134	134
Richmond & Danville.	427,000	401,900	+25,100	1,039	1,039
Virginia Mid. Div.	206,100	192,800	+13,300	355	355
Char. Col. & A. Div.	77,075	75,174	+1,901	393	393
Col. & Greenv. Div.	48,950	43,304	+5,646	296	296
West. No. Car. Div.	67,275	62,288	+4,987	287	287
Georgia Pac. Div.	129,700	105,925	+23,775	518	377
Wash. Ohio & W. Div.	11,775	10,646	+1,129	50	50
Ashe. & Spar. Div.	10,475	8,117	+2,358	66	66
Rio Grande Western.	163,100	131,550	+33,550	373	369
Sug. Tuscola & Huron.	10,895	11,525	-630	67	67
St. Jos. & Gr. Island.	116,683	82,799	+33,864	447	447
St. L. Alt. & T. H. Bns.	108,900	78,643	+30,257	242	242
St. L. Ark. & Tex.	300,177	264,732	+35,445	1,227	1,227
St. L. Den. M. & N.	12,571	5,937	+6,634	43	43
St. Paul & Duluth.	139,625	122,154	+17,471	247	247
St. Paul, Minn. & N.	746,328	638,699	+107,629	3,030	3,030
Montana Central.	103,421	91,867	+16,628	510	413
Mont. & Ariz. P.	53,951	55,303	-1,352	160	160
San Fran. & S. Pac.	33,827	30,965	+22,862	173	133
Scotia Val. & New E.	58,684	53,511	+5,175	131	131
Seattle L. Sh. & East.	42,005	25,946	+16,059	90	74
Shenandoah Valley.	114,000	98,661	+26,206	255	255
South Carolina.	10,900	12,595	-1,695	23	23

Name of Road.	1890.	1889.	Increase.	Decrease
C. N. O. & T. P. — Cont.	\$	\$	\$	\$
Alabama & Vicksburg.	371,502	306,068	65,434	.....
Vicksb. Shrev. & Pac.	311,945	297,727	14,218	.....
Cinn. Northwestern.	11,310	10,158	1,152	.....
Cin. Wabash & Michigan	322,087	283,852	38,235	.....
Cleve. Akron & Col.	472,587	406,375	66,212	.....
Clev. Cin. Chic. & St. L.	7,360,875	6,936,678	424,197	.....
Cleveland & Marietta.	164,773	146,674	18,999	.....
Colorado Midland.	1,071,861	930,561	141,300	.....
Col. Hock. Val. & Toledo	1,560,265	1,322,245	238,020	.....
Colusa & Lake.	11,854	11,510	344	.....
Covington & Macon.	77,197	52,923	24,274	.....
Day. Ft. Wayne & Chic.	276,609	268,531	8,078	.....
Denv. Rio Grande.	4,688,214	4,262,771	405,463	.....
Des Moines & Northwest	112,530	90,538	21,992	.....
Det. Bay City & Alpena.	329,554	311,513	18,041	.....
Det. Lansing & North'n.	664,423	675,750	56,673	.....
Duluth So. Sh. & Atl.	1,229,750	1,035,212	194,538	.....
East Tenn. Va. & Ga.	4,051,601	3,354,671	696,930	.....
Evansv. & Indianapolis.	152,057	157,107	.....	5,050
Evansv. & Terre Haute.	563,041	492,997	70,044	.....
Flint & Pere Marquette.	1,743,642	1,381,233	362,409	.....
Florida Cent. & Penin.	676,208	658,019	18,189	.....
Ga. Southern & Fla.	388,266	149,247	239,019	.....
Gr. Rapids & Indiana.	1,505,009	1,291,131	213,878	.....
Cin. Rich. & Ft. Wayne.	267,227	254,566	12,461	.....
Other lines.	126,779	116,870	9,969	.....
Gr. Trunk of Canada.	11,396,636	11,076,789	319,847	.....
Cinc. & Gr. Trunk.	2,181,641	1,994,711	186,930	.....
Det. Gr. H. & Miw.	613,120	570,426	42,694	.....
Gulf & Chicago.	24,464	23,519	945	.....
Houston & Shannah.	82,200	73,811	8,389	.....
Ind. Decatur & West.	246,310	207,884	38,426	.....
Iowa Central.	871,024	781,970	89,054	.....
Iron Railway.	22,012	24,566	.....	2,554
Kanawha & Mich.	179,066	147,594	31,472	.....
Kansas C. Ft. S. & Mem.	2,558,863	2,464,604	94,259	.....
Kan. City Mem. & Bir.	657,285	522,564	134,721	.....
Kentucky Central.	564,691	544,307	20,384	.....
Keokuk & Western.	189,933	179,490	10,443	.....
Kingston & Pembroke.	96,744	110,677	.....	13,933
L. Erie Alliance & So.	36,760	34,296	2,464	.....
Lake Erie & Western.	1,683,345	1,524,748	158,597	.....
Lehigh & Hudson River.	191,580	159,458	41,122	.....
Little Rock & Memphis.	288,944	321,291	.....	32,347
Long Island.	2,107,431	1,877,274	230,157	.....
Louisv. Evansv. & St. L.	660,375	630,300	30,075	.....
Louisv. Evansv. & Nashville.	10,683,831	9,740,635	943,196	.....
Louisv. N. Alb. & Chic.	1,403,404	1,316,047	87,357	.....
Louisv. N. Orl. & Texas.	1,469,152	1,412,175	56,977	.....
Memphis & Charleston.	1,008,642	936,215	72,427	.....
Mexican Central.	3,661,359	3,589,502	78,857	.....
Mexican National.	2,141,567	2,137,426	4,141	.....
Mexican Railway.	2,356,114	2,511,374	.....	155,260
Milw. Lake Sh. & West.	2,119,487	1,864,869	254,618	.....
Milwaukee & Northern.	867,344	645,208	222,136	.....
Mineral Range.	66,201	61,830	4,371	.....
Minneapolis & St. Louis.	770,365	711,854	58,511	.....
Minn. St. P. & St. Ste. M.	1,106,472	751,685	354,787	.....
Missouri Kan. & Tex.	4,254,492	3,984,497	355,995	.....
Mobile & Ohio.	1,848,703	1,683,048	165,655	.....
Nashv. Chat. & St. Louis.	2,050,803	1,964,110	86,693	.....
Natchez Red R. & Tex.	13,965	14,852	.....	87
New Orleans & Gulf.	82,907	92,739	.....	9,832
N. Y. Cent. & Hud. Riv.	20,736,777	19,732,064	1,004,713	.....
New York & Northern.	307,094	329,127	.....	22,053
N. Y. Ontario & Western.	1,157,479	1,018,869	138,670	.....
Norfolk & Western.	3,589,840	2,945,957	646,883	.....
Northern Pacific.	11,811,712	11,011,921	839,791	.....
Ohio & Mississippi.	2,272,320	2,137,750	134,540	.....
Ohio & Northwestern.	11,912	113,695	4,223	.....
Columbus & Maysville.	1,205	6,276	.....	1,071
Ohio River.	355,082	295,929	59,153	.....
Ohio Southern.	292,365	277,710	14,675	.....
Ohio V. of Kentucky.	122,646	79,180	43,466	.....
Pitts. Marin & Ch.	422,813	401,157	21,656	.....
Pittsburg. & Western.	20,867	11,457	9,410	.....
Prescott. Ariz. Cent.	1,233,812	1,252,282	1,530	.....
Quincy Omaha & K. C.	73,874	75,046	.....	1,172
Richmond & Danville.	135,143	140,031	.....	4,888
Virginia Midland Div.	3,253,191	3,900,738	252,453	.....
Char. Col. & Aug. Div.	1,277,465	1,149,411	128,054	.....
Col. & Greenv. Div.	515,045	488,720	26,325	.....
West. No. Caro. Div.	457,892	383,579	74,313	.....
Georgia Pacific Div.	533,183	502,066	31,117	.....
Wash. Ohio & W. Div.	798,192	731,792	246,400	.....
Ashve. & Spar. Div.	71,773	62,022	9,751	.....
Rio Grande Western.	73,238	64,914	8,324	.....
Sag. Tuscola & Huron.	951,545	787,395	164,150	.....
St. Jos. & G. F. Island.	54,787	61,204	.....	6,417
St. L. Alt. & T. H. Brs.	854,126	629,531	224,595	.....
St. L. Arke. & S. & Texas.	684,209	561,863	122,346	.....
St. L. Des M. & North.	2,024,582	1,707,346	317,236	.....
St. Paul & Duluth.	59,621	32,995	26,626	.....
St. Paul Minn. Man.	761,467	634,033	127,434	.....
Eastern of Minn.	4,636,366	3,936,601	699,765	.....
Montana Central.	313,921	163,952	149,969	.....
San Fran. & Aran. Div.	589,448	453,799	135,649	.....
San Fran. & No. Pacific.	844,409	631,187	213,222	.....
Sag. Tuscola & Huron.	385,942	388,892	.....	2,950
St. Jos. & G. F. Island.	174,842	66,930	107,912	.....
St. L. Alt. & T. H. Brs.	380,853	353,899	26,954	.....
Scioto Val. & New Eng.	225,429	132,315	87,114	.....
Seattle L. S. & Eastern.	708,193	480,665	227,528	.....
Shenandoah Valley.	798,313	723,434	74,879	.....
South Carolina.	562,831	534,246	28,585	.....
Staten Island Rap. Tran.	45,805	38,049	7,756	.....
Talladega & Coosa Val.	914,489	97,745	16,744	.....
Tennessee Midland.	3,687,363	3,400,084	257,279	.....
Texas & Pacific.	664,913	532,815	13,098	.....
Tol. A. A. & No. Mich.	176,292	136,360	39,932	.....
Toledo Columb. & Cin.	802,717	634,192	168,525	.....
Tol. & Ohio Cent. Ex.	59,623	54,200	5,423	.....
Toledo Peoria & West'n.	513,162	498,754	14,408	.....
Tol. St. L. & Kan. City.	852,677	482,542	370,135	.....
Toledo South Haven.	14,125	11,544	2,581	.....
Wabash (consol. system)	7,182,985	6,840,585	342,400	.....
Western of Alabama.	288,136	277,581	10,555	.....
Western N. Y. & Penn.	2,019,444	1,830,671	188,773	.....
West Va. Cent. & Pitts.	512,516	417,411	95,105	.....
Wheeling & Lake Erie.	650,387	494,430	155,957	.....
Wisconsin Central.	2,815,595	2,154,126	661,469	.....
Total (149 roads)	248,425,717	222,896,626	25,788,880	259,789
Net increase			25,529,091	

* Three weeks only of July in a year. † To Aug. 2. a Ft. Wayne
Cin. & Louis. included in both years. b From July 1 includes Utica
Clinton & Bing. in both years.

THE CHRONICLE.

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DEBT STATEMENT JULY 31, 1890.

The following is the official statement of the public debt at the close of business July 31, 1890.

INTEREST-BEARING DEBT.

Title of Loan.	Int'ret Pay'd	Amount Issued.	Amount Outstanding.	
		Registered.	Coupon.	Total.
4½%, Funded Loan.	180 Q.-M.	\$250,000,000	\$84,872,3	\$82,175,200 \$107,047,550
4%, Funded Loan.	197 Q.-J.	340,400,000	511,486,050	82,161,400 503,648,050
4%, Refunding Certific's.	Q.-J.	40,012,730	.....	103,760
Aggregate excluding Bonds to Pac. RR.		1,020,493,550	598,359,000	104,338,860 700,799,360

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

Aggregate of debt on which interest has ceased since maturity is \$1,803,135. This debt consists of a number of items of which the principal amounts are called bonds.

DEBT BEARING NO INTEREST.

Legal-tender notes.	.....	\$345,621,016
Old demand notes.	.....	56,032

National Bank notes:	Redemption account.	51,207,976
Fract. currancy.	13,287,445

Less amount estimated as lost or destroyed.	8,773,934
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Aggregate of debt bearing no interest.

.....	\$407,856,535
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CERTIFICATES ISSUED ON DEPOSITS OF GOLD AND SILVER COIN AND LEGAL-TENDER NOTES.

Classification of Certificates.	In the Treasury.	In Circulation.	Amount Issued.
Gold certificates.	\$27,577,190	\$132,444,749	\$160,421,569
Silver certificates.	3,442,258	268,748,913	302,191,171
Currency certificates.	40,000	11,820,000	11,840,000
Aggregate of certificates.	\$31,051,378	\$413,013,042	\$174,073,040

COMPARISON OF DEBT WITH THE PRECEDING MONTH.

Classification of Debt.	July 31, 1890.	June 30, 1890.	Increase or Decrease.
Interest-bearing debt.	700,799,360	711,313,110	−10,513,750
Debt on which interest has ceased.	1,803,135	1,815,805	−12,670

Debt bearing no interest.	407,856,535	353,648,559	+54,207,976
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Aggregate of interest and non-interest bearing debt.

.....	\$110,459,030	106,777,474	+43,681,556
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Available for other purposes:
Fractional silver, fractional currency, and minor coin not ful. legal-tender.	22,511,716	23,002,268
Net cash balance, including \$54,207,975 national bank fund.	104,872,400	55,409,749	.....	.....
Total.	708,142,557	681,355,834	.....	+46,787,123
Debt, less cash in the Treasury.	876,389,113	879,781,370	.....	−53,525

BONDS ISSUED IN AID OF PACIFIC RAILROADS.	Int. repaid by Companies.	By Transportation Service.	By cash pay'd.	Balance of Inter'st pay'd by the U. S.
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Monetary Commercial English News

[From our own correspondent.]

LONDON, Saturday, August 2, 1890.

The directors of the Bank of England took the city by surprise on Thursday by raising their rate of discount from 4 per cent, at which it had stood for five weeks, to 5 per cent. A fortnight ago every one was prepared for an advance, but as it did not take place then it was assumed that it would not be made for some weeks yet. Therefore, when the change occurred on Thursday the inference naturally was drawn that some danger of which the rest of the world was ignorant had come to the knowledge of the Bank directors.

Whether that be so or not there seems to be enough known by every one to justify the advance in the rate. For a week Buenos Ayres has been the scene of severe fighting, and though it seems for a moment that the revolt has failed, nobody knows what may happen next, or how soon disturbances may break out again. The entire republic is passing through a severe financial crisis, and the political troubles are sure to aggravate the economic difficulties. Considering the immense sums of British money that have been invested there during the past few years, and how many of our leading financial houses are deeply interested in Argentine affairs, it would seem to be only common sense to take proper precautions against too heavy withdrawals of gold for Argentine account. It had been generally assumed here that the outbreak in Buenos Ayres would prevent gold being sent to that city, but apparently the European banks doing business in the Argentine Republic find it necessary to strengthen their reserves, for preparations had been made on Thursday morning to withdraw £300,000 from the Bank of England; and it also came to the knowledge of the directors that a portion of the gold which was coming from New York to London had been diverted to the River Plate. Moreover, £100,000 in gold was withdrawn on Thursday from the Bank of England for South Africa.

These facts seem to have determined the directors to act promptly. Besides raising their rate to 5 per cent they decided to charge $5\frac{1}{2}$ per cent for short loans and $5\frac{1}{4}$ per cent to all but their regular customers for the discount of short bills. The joint-stock and private banks immediately raised the rate they allow on deposits from $2\frac{1}{2}$ per cent to $3\frac{1}{2}$ per cent, and the bill brokers and discount houses raised their rates to 4 per cent for money at call and $4\frac{1}{4}$ per cent for money at notice. Apparently the discount houses hope to attract to themselves from the banks a portion of the country bankers' money which is usually employed in London, and by so doing to escape the necessity of constantly borrowing from the Bank of England at $\frac{1}{2}$ per cent, or sometimes even 1 per cent over the Bank rate. There is some uncertainty as to whether the discount rate will rise quite to the Bank level. On Thursday it was little better than $4\frac{3}{4}$ per cent, but the Bank has been borrowing on consols, and if it continues doing so it should soon have control again of the market. There are hopes that the higher rate will attract large amounts of gold from New York, and a considerable amount from Paris.

The price of silver, which at the close of last week was as low as $49\frac{3}{4}$ d. per ounce, gradually rose, till on Thursday the price was $50\frac{9}{16}$ d. per ounce, and on Friday there was a further sudden rise to $51\frac{1}{4}$ d. per ounce. There has been some buying for India, but the general belief is that the advance is chiefly due to speculation in anticipation of the early commencement of purchases by the American Government. There has also been a good deal doing this week in silver securities, chiefly in Indian rupee paper. There is a scheme for introducing rupee paper upon the German Bourses. For some years past, as soon as Germany began to deal in any foreign government bonds there was a very considerable rise, and it is hoped that the same will happen now if rupee paper can be introduced; but it is to be recollect that there has been a very long period of speculation in Germany, that there has been a break-down on the Bourses there in industrial securities, that the iron and coal industries are not so flourishing as they were, and that the banks are believed to have committed themselves very deeply to all sorts of speculations. Whether, therefore, Germany can invest very largely in Indian rupee paper remains to be seen. It is also questionable whether German investors will highly value a security which has fluctuated so widely as rupee paper during the past fifteen or sixteen years.

The rise in the Bank rate not only stopped the advance in it, but caused a decline of about $\frac{1}{2}$ d.

The attempted revolution in Buenos Ayres has had less effect upon markets here than might have been expected beforehand. The chief reason no doubt is that since the middle of June the accounts open for the rise have been immensely reduced. The readers of THE CHRONICLE will recollect that the banks then began calling in loans, and that the monetary pressure compelled operators to continue selling for nearly a month. Brokers generally became alarmed at this, and advised their clients to close their accounts. At the fortnightly settlement, which began here on Tuesday morning, it was found that the accounts had in fact been further reduced within the preceding fortnight. The banks with difficulty were able to get five per cent for the loans they made, and in the afternoon of Tuesday even that could not be obtained. Within the Stock Exchange, too, rates were decidedly easier than they had been at the preceding settlement. Besides, as has more than once been pointed out in this correspondence, there is very little floating Argentine stock in the market. The issues made three or four years ago were eagerly taken up by the investing public. They came out at a time when money here was exceedingly abundant and cheap, and the terms offered were favorable to investors. The more recent issues, however, were not taken by investors, partly because the amounts raised by the republic had then become excessive, partly because the terms offered were not acceptable, and partly because the schemes themselves were in many cases bad. The later issues, therefore, are in the hands of the issuing houses, underwriting syndicates and trust companies. Investors as yet have not become so frightened as to sell their stocks at a loss, and the trust companies, syndicates and great houses of course desire to support the market. Therefore, dealers are afraid to buy except when they have reasonable grounds for thinking they can sell again, and it is practically impossible to bear the stock on a considerable scale.

There having been no panic in Argentine securities, the other markets were only moderately affected; but all the same there has throughout the week been large selling of securities entirely unconnected with the Argentine Republic, such as Guinness Brewery stock, Mexican Central bonds, American railway securities, and copper shares. The selling has been largely by those interested in Argentine matters. In fact it is obvious that those who are deeply committed in Argentines must realize on securities that are readily salable to be able to protect themselves in case of accidents. The failure of the revolutionary movement and the belief that President Celman will resign, and will be succeeded by a President agreeable to the great financial houses, strengthened markets on Tuesday afternoon and Wednesday. There was, as already said, a good deal of activity in Indian Rupee paper. There was some rise in British railway stocks, and generally there was a disposition to take a more favorable view of the markets. But the raising of the Bank rate on Thursday caused a general fall, and inspired a very uneasy feeling. Rightly or wrongly, the Stock Exchange insists that at this particular moment the directors would not have put up their rate if they did not know of something unpleasant about to happen.

The railway dividends continue fairly satisfactory. During the past half-year the gross receipts increased very largely, but the working expenses also increased heavily. Still most of the companies have been able to pay higher rates of dividend than at this time last year. Up to the present fourteen companies have announced their dividends. Seven are at higher rates than twelve months ago, four are at the same rate, and three are at lower rates. One or two companies which pay the same rate could have distributed somewhat more, but they preferred, as a precautionary measure, to carry forward larger balances to the new half-year. During July the gross earnings have continued to increase very satisfactorily. Twelve months ago trade was exceedingly good, and the receipts larger than they had been for a long time previously. But this year they are still larger. From all this it is evident that general trade as yet has received no check, but continues steadily to improve. This inference is confirmed by the Clearing House returns as well as by the Board of Trade returns. In Scotland, indeed, there are complaints that the orders for new ships continue exceedingly scarce, but in the North of England new orders have been placed during the last week or two more freely than for a considerable time

before. We are threatened, however, with a great railway and dock strike in South Wales.

The weather continues favorable, and there is little change in the wheat market.

The rates for money have been as follows:

London	Bank Rate.	Open market rates.						Interest allowed for deposits by	Joint Stock Banks.	Disc't H'ts At 2 to 14 Days.			
		Bank Bills.			Trade Bills.								
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months						
June 27	4	34 6	34 6	34 6	34 6	34 6	34 6	2 1/2	3	34 6	34 6		
July 4	4	34 6	34 6	34 6	34 6	34 6	34 6	2 1/2	3	34 6	34 6		
" 11	4	44 6	44 6	44 6	44 6	44 6	44 6	2 1/2	3	34 6	34 6		
" 18	4	4 6	4 6	4 6	4 6	4 6	4 6	2 1/2	3	34 6	34 6		
" 25	4	37 6	4 6	4 6	4 6	4 6	4 6	2 1/2	3	34 6	34 6		
Aug. 1	5	44 6	44 6	44 6	44 6	44 6	44 6	3 1/2	4	44 6	44 6		

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	August 1.		July 25.		July 18.		July 11.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Paris	3	2 1/2	4	3	3 1/2	4	3	3 1/2
Berlin	4	3 1/2	4	3	3 1/2	4	3	3 1/2
Frankfort	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
Hamburg	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
Amsterdam	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Brussels	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Madrid	4	4	4	4	4	4	4	4
Vienna	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
St. Petersburg	5 1/2	5	5 1/2	5	5 1/2	5	5 1/2	5 1/2
Copenhagen	3 1/2	3	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with the last three years :

	July 30.	July 31.	Aug. 1.	Aug. 3.
	1890.	1889.	1888.	1887.
£	£	£	£	£
Circulation	25,327,115	25,495,990	25,210,910	25,503,313
Public deposits	3,371,378	5,387,607	3,567,483	3,169,041
Other deposits	27,617,988	27,939,637	25,285,908	25,782,895
Government securities	14,403,257	19,214,928	16,717,838	16,597,472
Other securities	22,715,369	19,958,968	18,688,429	19,294,791
Reserve	12,035,144	12,251,638	11,562,085	11,121,180
Coin and bullion	20,912,259	21,517,628	20,603,025	20,964,534
Prop. assets to liabilities per ct.	38 1/6	39 1/2	39 3/4	39 1/2
Bank rate.....per ct.	5	2 1/2	2 1/2	3
Consols.....	95 15-16	98 1/2	99 1/2	.....
Clearing-House returns.....	128,815,000	157,123,000	154,595,000	117,254,000

Messrs. Pixley & Abell write as follows:

Gold—The demand for gold has for the moment ceased, and recent arrivals have been purchased by the Bank. During the week the Bank has bought £334,000, while £225,000 has been withdrawn for export £210,000 going to the Cape and £125,000 to Buenos Ayres. Arrivals: Natal, £24,000; New Zealand, £21,000. Shipments: To Bombay, 31st, £19,500.

Silver—Silver fell to 49 1/2d. at the end of last week, but the market has since much improved, and the price closes firm at 50 1/2d. Arrivals: From New York, £27,000. Shipments: To Calcutta, July 25, £5,160; to Bombay, July 31, £15,500.

Mexican Dollars—These coin have not commanded attention. The nearest price to-day is 49 1/2d.

The quotations for bullion are reported as follows:

GOLD. London Standard.	July 31.		July 24.		SILVER. London Standard.	July 31.		July 24.	
	s. d.	s. d.	s. d.	s. d.		d.	d.	d.	d.
Bar gold, fine.....oz.	77	9	77	9	Bar silver.....oz.	50 1/2	49 1/2		
Bar gold, containing 20 dwt. silver.oz.	77	10	77	10	Bar silver, containing 5 grs. gold.oz.	51 1/2	50 1/2		
Span. doubloons.oz.	.....	.....	.....	.....	Cake silver.....oz.	51 1/2	53 13-16		
8 Am. doubloons.oz.	.....	.....	.....	.....	Mexican dol.....oz.	.....	.....

The following shows the imports of cereal produce into the United Kingdom during the first forty-seven weeks of the season compared with previous seasons:

	IMPORTS.			
	1889-90.	1888-89.	1887-88.	1886-87.
Wheat.....cwt.	51,630,334	54,029,931	44,658,511	47,665,887
Barley.....	13,868,915	17,723,502	17,937,967	15,202,688
Oats.....	11,338,975	15,057,120	16,275,568	12,436,494
Peas.....	1,651,270	1,235,416	2,184,068	2,362,282
Beans.....	3,211,055	2,840,271	2,526,560	2,324,008
Indian corn.....	38,460,450	28,594,256	21,948,703	27,459,501
Flour.....	15,230,175	13,058,550	16,830,536	15,460,190
Total.....	110,167,509	101,573,926	97,740,268	93,313,801
1889-90.	1888-89.	1887-88.	1886-87.	
Aver. price wheat week. 35s. 0d.	30s. 0d.	32s. 6d.	34s. 3d.	
Av. price wheat season. 30s. 7d.	30s. 8d.	30s. 7d.	33s. 1d.	

The following shows the quantities of wheat, flour and maize afloat to the United Kingdom:

	This week.	Last week.	1889.	1888.
Wheat.....qrs.	29,029,000	19,848,000	1,549,000	1,793,000
Flour, equal to qrs.	218,000	220,000	200,000	184,000
Maize.....qrs.	788,000	824,000	524,000	395,500

English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London, are reported by cable as follows for the week ending August 15:

London.	Sal.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	51 3/8	51 1/2	51 1/2	51 1/2	51 1/2	52
Consols, new, 2 1/4 per cts.	96 1/16	96 1/16	96 1/16	96 1/16	96 1/16	96 1/16
do for account.....	96 3/8	96 1/16	96 1/16	96 1/16	96 1/16	96 1/16
Fr'ch rents (in Paris) fr.	94 1/20	93 9/12	93 9/12	94 1/25	94 1/25	94 1/25
U. S. 4s of 1891.	105 1/2	105 1/2	105 1/2	105 1/2	104 1/8	104 1/8
U. S. 4s of 1907.	126	126	126	126	126	126
Canadian Pacific.	81 1/4	80 1/2	80 1/2	81 1/4	82 1/2	84 1/2
Chic. Mil. & St. Paul.	73 3/8	71 1/2	71 1/2	72 1/2	72 1/2	73 3/8
Illinoi Central.	118 1/2	118	118	118	115 1/2	115 1/2
Lake Shore.	111 1/2	109 1/2	109 1/2	110 1/2	110 1/2	110 1/2
Louisville & Nashville.	87 1/4	86 1/2	86 1/2	88	88	88
Mexican Central 4s.	73 1/2	73 1/2	73 1/2	75 1/2	75 1/2	75 1/2
N. Y. Central & Hudson.	110	108 1/2	109 1/2	109 1/2	109 1/2	110
N. Y. Lake Erie & West' n	26	25 1/2	26 1/2	26 1/2	26 1/2	26 1/2
do 2d cons.	105 1/4	104 1/2	105	105 1/4	105 1/4	105 1/4
Norfolk & Western, fr.	61 1/2	60 1/2	61 1/2	63 1/2	63 1/2	64
Northern Pacific, pref.	83 3/8	82 1/2	82 1/2	83 1/2	83 1/2	83 1/2
Pennsylvania.	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
Philadelphia, Reading.	22 1/2	21 1/2	21 1/2	21 1/2	21 1/2	22 1/2
Union Pacific.	61 1/2	60	60	61 1/2	60 1/2	61 1/2
Wabash, pref.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	31

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have recently been organized :

4,388—The Citizens' National Bank of Gatesville, Texas. Capital, \$50,000. F. M. Gardner, President; —, Cashier.
4,389—The First National Bank of Grand View, Texas. Capital, 50,000. W. G. Davis, President; T. E. Pittman, Cashier.
4,390—The Hoquiam National Bank, Hoquiam, Washington. Capital, \$50,000. C. M. Parkhurst, President; Geo. W. Hertges, Cashier.
4,391—The First National Bank of Graham, Texas. Capital, \$50,000. R. E. Mabry, President; Wm. R. Houston, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in dry goods and a decrease in general merchandise. The total imports were \$12,292,889, against \$12,160,605 the preceding week and \$10,449,932 two weeks previous. The exports for the week ended Aug. 12 amounted to \$5,371,389, against \$5,843,745 last week and \$6,646,256 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 7 and for the week ending (for general merchandise) Aug. 8; also totals since the beginning of the first week in January.

FOREIGN IMPORTS AT NEW YORK.

For Week.	1887.	1888.	1889.	1890.
Dry Goods.....	\$3,185,997	\$2,962,221	\$2,999,232	\$4,202,540
Gen'l mer'dise.....	7,006,186	4,287,552	6,462,631	8,090,349
Total.....	\$10,192,183	\$7,249,773	\$9,461,863	\$12,292,889
Since Jan. 1.				
Dry Goods.....	\$76,558,998	\$81,601,370	\$84,722,831	\$99,346,918
Gen'l mer'dise.....	215,296,503	210,326,562	225,941,330	238,509,075
Total 32 weeks.	\$291,855,501	\$291,928,232	\$310,663,711	\$337,555,993

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Aug. 12 and from January 1 to date :

EXPORTS FROM NEW YORK FOR THE WEEK.

	1887.	1888.	1889.	1890.
For the week.	\$6,769,434	\$4,850,102	\$6,077,025	\$5,371,389
Prev. reported.	181,342,538	173,132,223	202,564,789	199,645,464
Total 32 weeks.	\$188,111,972	\$177,982,325	\$208,641,814	\$204,016,853

Of the above imports for the week in 1890 \$2,000 were American gold. Of the exports during the same time \$1,968 were American gold coin.

Consumers Gas—Chicago Gas.—The first mortgage 5 per cent bonds for \$3,832,000 of the Consumers' Gas Company of Chicago were listed this week on the New York Stock Exchange. The bonds are guaranteed principal and interest by the Chicago Gas Company. Almost the entire capital stock of this company is placed with the Fidelity Insurance Trust & Safe Deposit Company of Philadelphia under a certain deed of trust for the benefit of the shareholders of the Chicago Gas Company. This company owns the entire capital stock (\$300,000) of the Hyde Park Gas Company; also \$784,200 entire capital (\$800,000) of the stock of the Lake Gas Company.

New York Stock Exchange—New Securities Listed.—The following have been added to the list:

UNION PACIFIC DENVER & GULF RAILWAY COMPANY.—\$1,364,000 cons. 1st mortgage 5 per cent gold bonds.

CONSUMERS' GAS COMPANY OF CHICAGO.—\$3,832,000 first mortgage 5 per cent bonds, guaranteed by Chicago Gas Co.

—The city of Austin, Tex., invites bids until Oct. 15 for \$400,000 5 per cent bonds, being part of an issue of \$1,400,000 authorized for the purpose of constructing a complete system of water works and electric lighting. Any bidder taking the whole 400 bonds now offered for sale shall have the option of taking the remainder of the issue at the same price, the bonds to be delivered during the next two years, as may be agreed upon.

United States Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the week.

Date.	Receipts.	Payments.	Balances.		
			Coin.	Coin Cert's.	Currency.
	\$	\$	\$	\$	\$
Aug. 9	2,017,701	2,318,053	162,000,361	18,815,603	7,366,109
" 11	3,356,789	2,149,451	162,031,280	19,942,491	7,445,639
" 12	3,002,980	2,885,323	162,064,862	19,849,693	7,622,512
" 13	2,703,850	2,550,083	161,834,039	20,215,620	7,641,186
" 14	2,500,093	2,766,575	161,749,069	20,116,539	7,567,755
" 15	2,632,305	2,712,416	161,759,652	19,863,884	7,729,715
Total	16,252,728	15,381,901			

Auction Sales.—The following were recently sold at auction by Messrs. Adrian H. Muller & Son:

Shares.	Bonds.
40 Broadway Ins. Co. 140	\$2,000 Metropolitan G. L. Co.
6 Corn Exchange Bank. 251	of N. Y. 6s, 1901, F. & A. 111 ¹ ₂
144 Citizens' Nat. Bank. 170	\$4,300 State of Tennessee Set-
50 Continental Nat. Bank. 143	tlement 3s, 1913, J. & J. 72 ¹ ₂
28 Rens. & Sar. RR. (guar.) 183	20d. Del. & West RR.
39 United N. J. RR. & C. Cos. 229 ¹ ₂	1st con. 7s, 1907, M. & S. 18.10 & int.
20 Rutgers Fire Ins. Co. 127 ²	\$5,000 Warren RR. Co. of N. J.
10 American Exch. Nat. Bk. 160 ¹ ₂	2d 7s, 1900, A. & O. 15th. 122 ¹ ₂
56 Central Nat. Bank. 139	\$8,000 Consol. Gas Co. of N. Y.
11 National Park Bank. 320	5s, reg., 1908, M. & N. 106
4 Pennsylvania Coal Co. 299	\$2,000 Saratoga Gas & Elec.
1 Membr. N. Y. Produce Ex- (all dues paid) \$750	Light 1st 6s, 1907. 85
50 National B'way Bk. 296-298 ¹ ₂	\$3,000 Ohio Valley gen. con. & 1st 5s, 1938. 75
35 German-American Bank. 125	

FOREIGN TRADE OF NEW YORK—MONTHLY STATEMENT.—In addition to the tables on another page, made up from weekly returns, we give the following figures for the full months, also issued by our New York Custom House. The first statement covers the total imports of merchandise.

IMPORTS INTO NEW YORK.

Month.	1890.			1889.		
	Dry Goods.	General Merchandise.	Total.	Dry Goods.	General Merchandise.	Total.
	\$	\$	\$	\$	\$	\$
January....	16,566,805	29,747,151	46,313,936	15,984,160	31,642,557	47,626,717
February....	15,705,270	27,922,927	43,718,197	13,798,968	30,359,390	44,158,268
March....	15,570,193	28,815,619	44,185,812	12,768,553	29,544,996	43,310,945
April....	9,346,914	40,733,140	49,979,050	12,298,551	29,612,048	41,900,629
May....	8,283,995	38,984,111	47,198,106	6,871,012	36,970,966	43,841,945
June....	15,486,497	37,114,290	52,600,787	7,961,555	32,078,621	40,040,176
July....	14,214,708	41,452,682	55,667,390	12,052,320	36,082,098	48,134,418
Total....	95,144,371	244,518,920	339,663,998	\$1,733,149	220,289,978	308,013,121

Month.	TOTAL MERCHANDISE.		CUSTOMS RECEIPTS.	
	1890.		AT NEW YORK.	
	\$	\$	\$	\$
January.....	25,506,491	30,156,144	15,223,823	14,081,750
February.....	27,940,531	26,242,020	13,888,815	12,954,911
March.....	28,485,254	28,858,635	12,509,417	13,423,094
April.....	28,141,068	20,076,075	13,518,024	11,965,741
May.....	29,187,972	26,449,285	10,674,924	11,097,653
June.....	29,057,901	24,281,774	14,492,281	10,967,750
July.....	27,811,440	28,394,127	17,133,323	13,787,330
Total.....	96,130,867	193,491,010	Total.....	97,540,315

New York City Bank Statement for the week ending Aug 9, 1890, is as follows. We omit two ciphers (00) in all cases.

BANKS. (00 omitted.)	Capital.	Surplus.	Loans.	Specie.	Legals.	Deposits.
Bank of New York....	2,000,000	1,659,3	12,060,0	1,610,0	790,0	11,070,0
Manhattan Co.	2,050,0	1,419,4	9,342,0	1,864,0	284,0	8,887,0
Merchants'....	2,000,0	844,9	6,718,4	1,052,6	391,6	6,304,1
Mechanics'....	2,000,0	1,809,9	9,171,0	1,395,0	422,0	7,637,0
America....	3,000,0	2,013,6	12,351,7	1,626,0	50,0	10,545,5
Phenix....	1,000,0	533,2	4,914,4	6,688,0	67,0	4,579,0
City....	1,000,0	2,000,0	2,500,0	2,500,0	97,0	10,887,0
Trustees'....	750,0	66,0	1,901,8	289,1	133,5	1,634,0
Chemical....	300,0	6,299,4	22,973,0	7,097,9	1,342,2	26,305,2
Merchants' Exchange....	600,0	125,6	3,273,0	630,0	389,3	2,813,6
Gallatin National....	1,000,0	1,502,8	5,126,9	594,7	368,8	4,050,3
Butchers' & Drovers'....	300,0	287,5	2,016,9	336,9	79,2	1,803,3
Mechanics' & Traders'....	200,0	237,8	2,817,0	127,0	404,0	3,081,0
Greenwich....	200,0	117,0	1,226,0	142,7	112,2	1,175,9
Leatne Manufac'trs'....	800,0	582,6	3,104,2	395,2	213,6	2,550,5
Seventh National....	800,0	1,346,6	3,019,0	311,9	40,2	1,169,2
State of New York....	1,000,0	443,4	3,704,2	164,0	186,3	14,666,5
Commercial Exchange....	5,000,0	1,898,5	12,000,0	2,587,0	1,292,0	14,920,2
Commerce....	5,000,0	3,227,4	18,673,8	1,273,5	1,984,1	12,634,7
Broadway....	1,000,0	1,589,7	5,739,4	798,0	315,6	4,541,4
Mercantile....	1,000,0	865,2	7,610,7	1,588,9	778,3	8,282,9
Pacific....	422,7	364,5	2,758,3	544,0	208,5	2,981,4
Republic....	1,500,0	921,7	11,170,9	2,611,2	618,2	12,124,2
Chatham....	450,0	674,0	5,508,5	874,5	558,3	5,775,7
Peoples'....	200,0	286,1	2,468,6	217,1	218,7	3,071,3
North America....	700,0	644,5	4,802,9	440,0	336,6	4,723,5
Hanover....	1,000,0	1,619,5	13,488,0	4,607,0	728,8	14,920,2
Irving....	500,0	272,2	2,981,0	816,7	330,0	2,820,0
Chase'....	800,0	391,5	5,180,5	538,1	136,0	2,815,0
Nassau....	600,0	208,5	2,912,4	236,8	331,4	3,381,1
Market & Fulton....	750,0	697,1	4,270,3	1,013,7	189,2	4,524,4
St. Nicholas....	500,0	121,1	1,865,3	156,6	109,7	1,798,3
Shoe & Leather....	500,0	250,1	2,601,0	489,0	232,0	3,060,0
Corn Exchange....	1,000,0	1,152,8	6,838,6	867,6	205,0	6,064,4
Continental....	1,000,0	307,0	4,331,2	370,5	719,0	4,823,0
Oriental....	300,0	386,1	2,160,0	1,422,0	330,0	2,080,0
Importers' & Traders'....	1,500,0	4,680,5	20,974,0	4,724,0	1,415,0	21,950,0
Post....	240,0	2,162,9	19,781,0	2,500,1	2,524,0	22,300,0
North River....	240,0	1,134,3	12,46,9	124,5	150,0	13,396,5
East River....	250,0	133,9	1,216,4	173,9	72,1	1,055,8
Fourth National....	3,200,0	1,542,0	18,298,0	2,831,4	1,507,4	15,031,9
Central National....	2,000,0	516,6	7,005,0	916,0	831,0	7,391,0
Second National....	300,0	301,3	4,237,0	1,129,0	145,0	5,052,0
Ninth National....	750,0	292,9	5,226,4	984,5	332,6	5,496,5
First National....	500,0	8,314,9	22,241,3	4,133,4	910,3	21,191,1
Third National....	1,000,0	248,6	4,443,6	679,6	705,0	4,545,5
N. Y. Nat'l Exchange....	500,0	149,1	1,442,0	231,1	96,2	1,342,0
Bowery....	300,0	469,7	2,430,0	520,0	140,0	2,500,0
Rocky Mountain County....	200,0	147,6	2,170,0	701,0	102,0	2,143,0
German-American....	750,0	234,8	2,654,6	410,9	99,9	2,449,8
Chase National....	500,0	836,1	10,148,1	2,687,7	1,003,0	11,851,7
Fifth Avenue....	100,0	776,9	4,692,3	1,175,6	95,4	5,087,3
German Exchange....	200,0	445,3	2,939,0	915	540,6	3,315,5
Germany....	200,0	418,8	2,815,2	185,1	358,3	3,241,0
United States....	500,0	493,8	4,553,9	1,255,4	61,1	5,464,4
Lincoln....	300,0	276,8	3,501,9	671,4	310,6	3,833,4
Garfield....	200,0	324,3	3,278,2	746,1	238,5	3,833,4
Fifth National....	150,0	294,4	1,733,2	472,4	253,2	2,044,4
Bethel & the Metrop....	300,0	538,5	4,701,2	1,600,8	3,485,6	4,845,6
West Side....	200,0	3,008,8	12,070,9	2,073,0	290,0	2,129,0
Seaboard....	500,0	15,613,0	6,527,0	935,9	4,850,0	12,000,0
Second National....	200,0	388,1	1,424,4	228,6	56,1	1,203,1
Western National....	3,500,0	179,6	9,049,2	1,551,3	351,0	8,250,0
First National, B'klyn....	300,0	732,9	3,910,0	969,0	165,0	4,021,0

We omit two ciphers in all these figures. + Including, for Boston and Phila., the item "due to other banks."

Messrs. S. A. Kean & Co. are offering in our columns \$70,000 Lucas County and \$30,000 Logan County, Ohio, bonds, the avertisement giving investors information about the fiscal condition of each. Parties desiring county bonds should give this notice their attention.

The trustees of the village of Tarrytown, N. Y., will sell at public sale on Sept. 3 \$25,000 4 per cent sewerage bonds. See advertisement.

Banking and Financial.

SPENCER TRASK & CO.,

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SPECIAL NOTICES.

CITY AND COUNTY BONDS OF WESTERN MUNICIPALITIES.—Municipalities are dealt in largely by Messrs. S. A. KEAN & CO., of New York and Chicago. The attention of Savings' Bank officers is called to these securities. The New York office is at 115 Broadway.

FIVE PER CENT 50-YEAR GOLD BONDS OF THE "Kanons & Prattburgh" RR. CO.—6 per cent 40-year bonds of the "Valley of Ohio" RR. Co. and choice municipal and corporation bonds paying from 3¹₂ to 6 per cent *net*, are offered and recommended as desirable investments by Messrs. JONES & FAILE, Investment Bankers, 80 Broadway, N. Y.

The Bankers' Gazette.

DIVIDENDS:

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed (Days inclusive)
Railroads.			
Boston & Maine, pref.	3	Sept. 1	Aug. 16 to
North Pennsylvania.....	2	Aug. 25	Aug. 14 to
Miscellaneous.			
Adams Express (quar.)	2	Sept. 1	Aug. 16 to Sept. 1
American Coal of Maryland	3	Sept. 10	Aug. 31 to Sept. 10
Calumet & Hecla.....	\$5	Sept. 15	Aug. 15 to
Standard Gas Light, pref. (quar.)	14	Sept. 1	Aug. 27 to Sept. 1

WALL STREET. FRIDAY, AUGUST 15, 1890—5 P. M.

The Money Market and Financial Situation.—There is a much better feeling than last week and stocks are decidedly stronger. Money is easier here and the situation in London has improved, the Bank of England making a remarkably good statement on Thursday. The Treasury purchases of silver bullion under the new law began this week, but they have been small as yet, and it looks very much as if the owners would hold back for higher prices; in fact, there seems to be every prospect of a lively skirmish between the Secretary of the Treasury and those who control the available supply of silver.

The Agricultural Bureau report for August was issued on the 9th, and showed so large a decline for July, particularly in the condition of corn, as to cause many persons to think that the damage by drought was exaggerated. The railroad officials on some of the far Western and Southwestern lines are not depressed by the report, as they say more corn and other grain will be moved at the present prices than were moved last year, when it did not pay farmers to send their crops to market at all. The cotton crop is generally fine, and without serious damage this month the yield will be very large.

Notwithstanding the small summer business, seats at the Exchanges are held much the same as last month. As a matter of fact, the value of the low-priced memberships is regulated to a great extent by the worth of the life insurance.

Seats at the various Exchanges are reported as follows:

EXCHANGE MEMBERSHIPS.

Exchange.	Aug., 1889.	Aug., 1890.
New York Stock Exchange	\$19,500	\$21,500
New York Consolidated Stock & Petroleum Exch.	700	350
New York Produce Exchange	1,100	750
New York Cotton Exchange	695	600
New York Coffee Exchange	650	515
New York Real Estate Exch. & Auction Room	1,200 bid	1,350 bid
Boston Stock Exchange	11,000 bid	19,500 bid
Philadelphia Stock Exchange	2,600	2,500 bid
Chicago Board of Trade	1,300	1,150

The open market rates for call loans during the week on stock and bond collaterals have ranged from 3 to 25 per cent, with 10 per cent as a fair average. Prime commercial paper is quoted at 5@5½ p. c.

The Bank of England weekly statement on Thursday showed an increase in specie of £1,465,201, and the percentage of reserve to liabilities was 41.93, against 36.60 last week; the discount rate remains unchanged at 5 per cent. The Bank of France lost 2,250,000 francs in gold and 248,000 francs in silver.

The New York Clearing House banks in their statement of Aug. 9 showed a decrease in the surplus reserve of \$7,673,550, the total surplus being \$1,286,000, against \$8,959,550 the previous week.

	1890, August 9.	Differen's from Prev. week.	1889, August 10	1888, August 11.
	\$	\$	\$	\$
Capital.....	60,812,700	.....	60,762,700	60,762,700
Surplus	59,987,100	.....	54,630,100	49,666,600
Loans and disc'ts	406,139,500	Inc. 4,578,600	414,545,500	355,791,100
Circulation.....	3,644,900	Inc. 16,500	3,915,200	7,672,300
Net deposits	407,905,200	Dec. 8,010,600	432,503,100	416,519,100
Specie	73,496,000	Dec. 6,871,600	72,588,300	88,852,700
Legal tenders.....	29,766,300	Dec. 2,894,600	42,330,600	39,333,900
Reserve held.....	103,262,300	Dec. 9,676,200	114,918,900	128,236,600
Legal reserve.....	101,976,300	Dec. 2,002,650	108,125,775	104,129,775
Surplus reserve	1,286,000	Dec. 7,673,550	6,793,125	24,106,825

Foreign Exchange.—The sterling exchange market which opened dull and weak, became on Tuesday still weaker and moderately active. The tone has since been steadier, however, with less doing, rates for money having declined. The posted rates for sterling, which fell to 4 84@4 84½ and 4 88@4 88½, close at 4 84½ and 4 88½. Posted rates to-day for sterling are 4 84½ and 4 88½, and actual rates are: Bankers' 60 days sterling, 4 88½@4 88½ demand, 4 87½@4 87½; cables, 4 88½@4 88½.

The posted rates of leading bankers for foreign exchange are as follows:

August 15.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.....	4 84½	4 88½
Prime commercial.....	4 82½@4 82½	.....
Documentary commercial.....	4 82½@4 82½	.....
Paris (francs).....	5 21½@5 20½	5 18½@5 18½
Amsterdam (guilder).....	40½@40½	40½@40½
Frankfort or Bremen (reichmarks).....	94½@94½	95½@95½

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying ½ discount, selling par@½ premium; New Orleans, commercial, 25@50c. premium; bank, \$1 premium; Charleston, buying par, selling ½ discount; St. Louis, 75c. per \$1,000 discount; Chicago, 60@70c. per \$1,000 discount.

United States Bonds.—Government bonds have not been dealt in at the Stock Exchange, but purchases by the Secretary of the Treasury have been at 103½ for the 4½ per cents and 124 for the 4 per cents. In the aggregate the purchases amount to \$2,499,150, of which all but \$15,000 were 4 per cents.

The statement for this week is as follows:

4½ Per Cents due 1891.			4 Per Cents due 1897.		
Offerings.	Purch's.	Prices paid	Offerings.	Purch's.	Prices paid
Saturday ...	\$8,500	\$8,500	103½	\$31,300	\$31,300
Monday ...	3,500	3,500	103½	75,000	75,000
Tuesday ...	.....	.....	.....	89,600	89,600
Wednesday ...	2,900	2,900	103½	1,075,650	1,075,650
Thursday ...	.....	.....	103½	119,450	119,450
Friday ...	100	100	.....	285,550	285,550
Total ...	\$15,000	\$15,000	103½	\$2,484,150	\$2,484,150

The closing prices at the N. Y. Board have been as follows:

Interest Periods	Aug. 9	Aug. 11	Aug. 12	Aug. 13	Aug. 14	Aug. 15
4½s, 1891, reg.	Q-Mch.	102½	102½	102½	102½	102½
4½s, 1891, coup.	Q-Mch.	103½	103½	103½	103½	103½
4s, 1907, reg.	Q-Jan.	123½	123½	124	123½	123½
4s, 1907, coup.	Q-Jan.	123½	123½	124	123½	123½
6s, cur'ry '95	J. & J.	112½	112½	112½	112½	112½
6s, cur'ry '96	J. & J.	115	115	115	115	115
6s, cur'ry '97	J. & J.	117½	117½	117½	117½	117½
6s, cur'ry '98	J. & J.	119½	119½	119½	119½	119½
6s, cur'ry '99	J. & J.	123	123	123	123	123

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—Quotations for State bonds are lower than they have been of late, Alabama class A being yesterday at 105 asked and Louisiana 7s 99 bid. The sales comprise the following: Tennessee settlement 3s, \$1,000 at 73½, and District of Columbia 3-65s registered, \$1,000 at 73½.

Railroad bonds have been irregular, prices having suffered somewhat early in the week through sympathy with the stock market. Most issues, however, have regained what they lost, though quite a number close lower than last week. Among the more interesting changes was the advance on Wednesday in Shenandoah Valley general 6s from 55 to 57½, the closing price to-day being 57 bid and 60 asked; Philadelphia & Reading 3d preference incomes, which closed a week since at 43½, went to 40%, and to-day sold at 43½. Prices for some prominent issues have this week been lower than at any time before this year, the following being instances: Ches. & O. consol. 5s selling at 99½; Kings Co. 5s at 100; Nickel Plate 4s at 92; Richmond & West Point Terminal 5s at 76½, with closing at 78.

Railroad and Miscellaneous Stocks.—The strike on the New York Central, and still more the unfavorable bank statement on the 9th, with the flurries in the money market, produced an unfavorable condition of affairs for stocks in the early part of the week. A fall of one or more points was common, and in a number of cases our record shows the lowest price of the year was made. New York Central on Saturday touched 103, the lowest price previously for the year being 106 in February; to-day it is quoted at 107½. Union Pacific went from 59½ last week to 57½, but has risen since to 60½. A general recovery has followed the tumble, the market being strong to-day, and most stocks are near the prices ruling before the decline.

Denver & Rio Grande preferred has advanced sharply upon purchases, it is said, by parties who are bulls on this stock. It closed on August 8, at 53½, declined later to 51½, and to-day sold at 56½. Delaware & Hudson had been rather weak for some days, and on the announcement of the strike at Albany on Tuesday the price fell off to 160, closing to-day at 164½, the strike having proved a small affair. Louisville & Nashville has been rather active, and to-day the price advanced to 88, an improvement of 2½ points on last week's closing. Long Island, too, sold this morning at 94, an advance of 1½ points.

Sugar Trust certificates made a sudden spurt on Thursday, and rose from 81 to 83½, on a rumor that a decision favorable to the Trust was shortly to be rendered. Lead Trust, too, advanced to 21½. Pipe Line certificates have ranged from 90 to 93½, the last price being 91½.

The Secretary of the Treasury on Wednesday made his first purchase of silver under the new law—310,000 ounces (out of 1,000,000 ounces reported offered)—at a price not made public. To-day he has purchased a further amount of 417,000 ounces. The sales of silver certificates at the Stock Exchange have aggregated for the week 2,211,000 ounces, at prices ranging from 112½@114½. The sales were especially heavy and the price was highest to-day.

The price closes at 114½, against 112½ a week ago. The sales were as follows: Saturday 219,000 ounces at 112½@113, Monday 348,000 at 113½@113½, Tuesday 143,000 at 112½@112½, Wednesday 135,000 at 112½@112½, Thursday 320,000 at 112½@113½, Friday 1,046,000 at 114½@114½. Total, 2,211,000 ounces at 112½@114½.

STOCKS—PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING AUG. 15, AND SINCE JAN. 1, 1890.

STOCKS.	HIGHEST AND LOWEST PRICES						Sales of the Week, Shares.	Range Since Jan. 1, 1890.	
	Saturday, Aug. 9.	Monday, Aug. 11.	Tuesday, Aug. 12.	Wednesday, Aug. 13.	Thursday, Aug. 14.	Friday, Aug. 15.		Lowest.	Highest.
Active RR. Stocks.									
Atchison Top. & Santa Fe.	403 ⁴	41 ¹ ₂	40 ⁸	40 ³	40 ⁸	41 ¹ ₂	41	41 ⁷ ₈	42 ⁸
*5 ⁴	7	6 ⁶	7 ¹ ₂	6 ⁴ ₄	7	6 ⁴ ₄	6	6 ⁴ ₄	7 ⁴
Atlantic & Pacific.	79 ⁸	79 ⁷	78 ⁴	79 ⁷	79 ⁴	80 ⁷	79 ⁴	81 ⁴	82 ²
Canadian Pacific.	53 ⁸	54 ¹ ₂	52 ⁸	53 ¹ ₂	53 ¹ ₂	54 ¹ ₂	54 ¹ ₂	54 ¹ ₂	54 ¹ ₂
Canada Southern.	122 ¹ ₂	122 ¹ ₂	121 ¹ ₂	122 ¹ ₂	122 ¹ ₂	123 ¹ ₂	123 ¹ ₂	123 ¹ ₂	123 ¹ ₂
Central of New Jersey.	22 ²	22 ²	20	21	20 ⁴	21 ¹ ₂	21 ¹ ₂	21 ¹ ₂	22 ²
Central Pacific.	60 ⁹	61 ¹ ₂	58	59 ¹ ₂	59 ¹ ₂	60 ⁷	59 ¹ ₂	62 ⁵	62 ⁵
Chesapeake & O.—Vot. Tr. cert.	41 ¹ ₂	39 ⁸	40	38 ⁸	40 ²	41 ¹ ₂	42 ⁴	40 ³	41 ²
Do 1st pref.	12 ⁸	12^{8}	12^{8}	12^{8}	12^{8}	12^{8}	12^{8}	12^{8}	12^{8}
Do 2d pref.	12^{8}	12^{8}	12^{8}	12^{8}	12^{8}	12^{8}	12^{8}	12^{8}	12 ⁸
Chicago & Alton.	13 ⁹	14	13^{9}	14	13^{9}	14	13^{9}	14	14
Chic. & At. Benef. Tr. Rec.	102 ¹ ₂	103	101 ⁸	102 ¹ ₂	101 ⁸	103 ¹ ₂	101 ⁸	103 ¹ ₂	103 ¹ ₂
Chicago & Eastern Illinois.	44 ¹ ₂	44 ⁴	44 ²	44 ⁴	45	45	45	45	45 ²
Do pref.	92	92 ¹ ₂	92	92	91 ¹ ₂	91 ¹ ₂	92	93	93
Chicago Milwaukee & St. Paul.	70	71 ⁸	68 ⁸	69 ⁷	69 ⁴	70 ⁸	71	70 ⁴	71 ⁴
Do pref.	116 ¹ ₂	117 ⁴	116 ¹ ₂	116 ¹ ₂	116 ¹ ₂	117	117	117 ⁸	118
Chicago & Northwestern.	108 ²	109 ²	107 ⁴	108 ²	109 ²	109 ²	109 ²	109 ²	110 ²
Do pref.	144	144	143	144	143	144	143	144	144
Chicago Rock Island & Pacific.	88 ⁴	89 ⁸	87 ⁴	88 ⁴	89 ⁸	88 ⁸	87 ⁸	88 ⁸	89 ⁸
Chicago St. Louis & Pittsburg.	15 ⁴	17	15	16	15	17	15	15	15
Chicago St. Paul Min. & Om.	43	44	44	44	44	43	43	40 ⁴	40 ⁴
Do pref.	31	31	31	31	31	31	31	31	31
Cleve. Cincin. Chic. & St. L.	69 ¹ ₂	70 ⁸	68 ⁸	69 ⁴	69 ²	70 ⁸	71 ²	71 ²	72
Do pref.	98	98	98	98	98	98	98	99	99
Columbus Hocking Val. & Tol.	28 ¹ ₂	29	28 ³	28 ⁴	29	29 ⁴	29 ²	30	30 ¹
Delaware & Hudson.	164 ¹ ₂	164 ¹	160 ²	161	160 ²	162 ¹ ₂	163	164 ¹	164 ¹
Delaware Lackawanna & West.	143 ⁷	145 ⁴	142 ¹ ₂	143 ²	143 ⁸	144 ³	144 ³	144 ⁷	146 ⁷
Denver & Rio Grande.	17 ⁴	17 ²	17 ²	17 ²	18 ¹ ₂	18 ¹ ₂	18	19	19 ¹ ₂
Do pref.	52 ⁴	53 ⁴	52 ⁴	53 ⁴	53 ⁴	54 ¹ ₂	55	56 ⁴	56 ⁷
East Tennessee Va. & Ga.	8 ¹ ₂	8 ⁷	8 ³ ₄	9 ⁴	8 ⁴ ₃	8 ⁴ ₃	8 ⁷	8 ⁷	9 ⁴
Do 1st pref.	75	77	76	76	77	77	77	77	77
Do 2d pref.	22	22	22	22	21 ¹ ₂	23	22	23	23
Evansville & Terre Haute.	.....	.....	126	120	120	120	121	126	126
Great Northern, pref.	80	81	79 ⁴	79 ⁴	80 ²	80 ²	80 ²	82	82
Illinois Central.	115	117	x113	113	111	112 ¹ ₂	111	113	111
Iowa Central.	9	10	9	10	8 ¹ ₂	9 ¹ ₂	8 ¹ ₂	8 ¹ ₂	8 ¹ ₂
Lake Erie & Western.	24	24	23	23	25 ²	26 ¹ ₂	23	28	24
Do pref.	17 ²	17 ²	17 ²	17 ²	17	18	18	17 ²	17 ²
Lake Shore & Mich. Southern.	63 ²	63 ²	62	63	61 ⁴	62 ⁴	63	63 ⁸	63 ⁴
Long Island.	107	108	105 ⁴	106 ⁵	107 ⁴	107 ⁵	107	108 ²	108 ²
Louisville, Nashville.	93	94 ¹ ₂	93	93	93	94 ¹ ₂	93	94	94
Louis. New Alb. & Chicago.	84 ¹ ₂	85 ⁴	83 ²	84 ²	85 ⁴	85 ¹ ₂	86	85 ⁴	86 ²
Manhattan Elevated, consol.	107	107 ²	105 ²	106 ²	106 ²	107 ⁴	107	107 ⁴	108 ⁴
Mexican Central.	95	95	94	94	96	97 ²	95	96	95
Michigan Central.	91 ³	93	91	93	91	93	91	93	93
Milwaukee Lake Sh. & West.	110 ⁸	111 ²	110 ¹	110 ²	110 ²	110 ¹	110	111 ¹	111
Minneapolis & St. Louis.	6 ⁶	7	5	7	5 ¹ ₂	7	5 ¹ ₂	7	7
Do pref.	13 ⁸	18	12 ¹ ₂	17	12 ¹ ₂	17	12 ¹ ₂	17	12 ¹ ₂
Mo. K. & Tex., all ass't paid.	19 ⁴	19 ⁴	18 ⁴	19 ⁴	19^{4}	19^{4}	19^{4}	19^{4}	19^{4}
Missouri Pacific.	68 ⁷	69 ²	68 ⁴	69 ⁴	69 ⁷	70 ⁸	69 ⁸	70 ⁸	71 ⁸
Mobile & Ohio.	21 ⁴	21 ⁴	19	20	21 ²	21 ²	21 ²	22 ²	23 ²
Nash. Chattanooga & St. Louis.	100 ¹ ₂	100 ¹	100	102	101	102	101	102	102
New York Central & Hudson.	105 ⁴	106 ³	106 ³	106 ³	106 ⁴	107 ⁴	106 ⁴	107 ⁴	107 ⁴
New York Chic. & St. Louis.	16	16	16	16 ¹ ₂	16 ²	16 ⁴	17	16 ³	16 ⁴
Do 1st pref.	70 ¹	71 ⁴	69	70	70	70	70	70 ³	70 ⁴
Do 2d pref.	38 ⁴	39 ⁴	38	38	37 ²	38 ²	38	39	39
New York Lake Erie & West'n.	25	25 ⁸	24 ⁵	25 ⁸	25 ⁴	25 ⁷	25 ²	26 ²	26 ⁴
Do pref.	64	64	64	64	61 ⁴	61 ⁴	62	61 ⁷	61 ⁷
New York & New England.	47 ⁸	48 ⁷	46 ⁸	48	47 ²	49 ⁸	47 ²	48 ²	48 ⁴
New York New Hav. & Hart.	260	265	260	270	255	265	255	255	255
New York Ontario & West.	18	18	17 ³	18 ³	18 ³	19 ¹	19 ¹	19 ¹	19 ¹
New York Susquehanna & West.	7 ²	7 ²	7	7	7 ¹	7 ⁴	7 ⁴	7 ³	7 ⁸
Do pref.	31	32 ²	30	32	30	32	32	31	33
Norfolk & Western.	20	20	20	20	20	20	20	20	20
Do pref.	59 ²	60 ²	59 ⁸	60	60 ⁸	60 ³	61 ⁴	61 ⁴	61 ⁴
Northern Pacific.	33 ²	34	32 ¹ ₂	33 ¹ ₂	33 ¹ ₂	34	34	33 ⁵	34 ⁴
Do pref.	80 ²	81	79 ⁸	80 ⁵	80	81	81 ⁴	81 ⁴	82 ²
Ohio & Mississippi.	23 ¹ ₂	24	23	23 ¹ ₂	23 ¹ ₂	24	24 ¹ ₂	24 ¹ ₂	24 ¹ ₂
Oregon R'y & Navigation Co.	99	101	99	100	99 ²	100 ²	99	99	99
Oregon Sh. L. & Utah North.	43	43	43	43	43	43	43	43	43
Oregon & Trans-Continental.	45 ³	46	44 ¹ ₂	45 ²	44 ³	47 ⁴	46 ⁴	47 ⁴	47 ⁴
Peoria Decatur & Evansville.	19 ²	19 ²	19 ¹ ₂	19 ²	19 ¹ ₂	19 ²	19 ¹ ₂	19 ²	19 ²
Phila. & Read. Vot. Trust. Cert.	42 ²	43 ²	40 ⁴	42 ²	42^{2}	42^{2}	42^{2}	42^{2}	42^{2}
Richmond & West'P't Terminal.	79	79	77 ¹ ₂	78	77 ¹ ₂	78	77 ¹ ₂	78	78
Do pref.	48	48	49	49	49	49	49 ²	50	50
Rome Watertown & Ogdensburg.	117	117	117	117	117	117	117	117	117
St. Louis Alton & T. H., pref.	125	125	125	125	125	125	125	125	125
St. L. Ark. & Tex. trust rec.	124 ¹ ₂	124 ¹ ₂	12	12	11 ¹ ₂	12 ¹ ₂	12	12	12
St. Louis & San Francisco.	56	56	55 ¹ ₂	58	55 ¹ ₂	58	56 ²	60 ²	60 ²
Do pref.	71	75	72	75	74 ⁴	74 ⁴	75	75	75
St. Paul & Duluth, com.	36 ³	38	36	38	36 ²	38 ²	36 ²	38 ²	38 ²
Do pref.	93	97	96	97	98	98	97 ⁴	98 ⁴	98 ⁴
St. Paul Minn. & Manitoba.	*109	111	*109	111 ²	*109	111 ²	109	109	111
Southern Pacific Co.	29	29 ⁴	28 ³	29	29 ²	29 ³	29 ¹	30 ²	29 ³
Texas & Pacific.	19 ¹ ₂	19 ¹ ₂	18 ⁵	19	19 ¹ ₂	19^{1}_{2}	19^{1}_{2}	19^{1}_{2}	19^{1}_{2}
Tol. Ann Arbor & N. M.	39 ²	39 ⁵	39 ¹ ₂	39 ⁴	39 ⁴	39 ¹ ₂	39 ¹ ₂	39 ⁴	39 ⁴
Toledo & Ohio Central, pref.	*90	100	*90	110	*90	100 ²	*90	100 ²	100 ²
Union Pacific.	58 ⁷	60	57 ¹ ₂	58 ⁴	59 ²	58 ⁴	59 ³	60	60 ⁸
Union Pacific Denver & Gulf.	*32	33	31	32 ¹ ₂	32^{1}_{2}	32^{1}_{2}	32^{1}_{2}	32^{1}_{2}	32^{1}_{2}
Do pref.	12	12	11 ¹ ₂	12	12	12	12 ¹ ₂	12 ¹ ₂	12 ¹ ₂
Wabash.	24 ³	25 ⁸	23 ⁷	24 ²	23 ⁷	25 ⁴	25 ²	25 ⁷	26 ⁶
Do pref.	77 ¹ ₂	78 ¹ ₂	77^{1}_{2}	78^{1}_{2}	77^{1}_{2}	78^{1}_{2}	77^{1}_{2}	78^{1}_{2}	78 ¹ <sub

INACTIVE STOCKS—Quotations continued. († Indicates actual sales.)

	Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		Bid.	Ask.		
Alb'n'y & Susq.	171		Flint & P. M.	7	9		Max. Nat. cert.	4	6	South. Car. R'y	3	4	Laclede Gas, pf.	52 ¹ ₂	71	
Am. T. & Cable	84 ¹ ₂		G. B. W. & St. P.	2	4		Milw. & North.	60	60	Tol. & O. Cent.	69	80	Marshall Coal.	13 ¹ ₂	15 ¹ ₂	
Bell. & So. Ill. pf.	106		Hous. & Tex. C.	2	4		Morris & Essex	N. Y. Lack. & W.	113 ¹ ₂	98	do, pref.	93	100	Mary'd. Coal.	85 ¹ ₂	88
Bos. & R. Line, pf.	35 ¹ ₂	36	Ill. Cleas'd'l's.	95	9		Oreg. Imp't. pf.	95	48	Adams Expr.	x148	153	Minn. Iron.	9	12	
Buff. R. & Pitts.	35 ¹ ₂	36	Keok. & Des M.	3	9		O. & T. tr. cents.	47 ¹ ₂	12	Amer. Expr.	114	117	Ontario Silver	44	45 ¹ ₂	
do, pref.	79		do, pref.	7	16		Peoria & East.	16	12	Amer. T. & C.	83 ¹ ₂	85	Penn. Coal.	270	300	
Burl. C.R. & No.	25	35	Kings & P. P.	13	16		Pitts. Ft. W. & C	154	28 ¹ ₂	Brunswick Co.	28 ¹ ₂	30	Ph. Nat. Gas Co.	62	63	
Ced. F. & Minn.	2	4	L. E. & St. L. C.	30	32 ¹ ₂		Pitts. & W. tr. re.	25	38 ¹ ₂	Cameron Coal.	1	4	Quicksilv'r Mg.	7	7 ¹ ₂	
Cl. & Pitts. gu.	155		do, pref.	60	65		do, pref.	33	38 ¹ ₂	Commer. Cable	100	104	do, pref.	40	41 ¹ ₂	
Col. & Gre. n. pf.	33 ¹ ₂		Mah. C. R'y. pf.	112	15		Renns. & Sara.	180	45	Consol. Coal Co.	27 ¹ ₂	104	U.S. Express.	70 ¹ ₂	144	
Des M. & Ft. D.	6	7 ¹ ₂	do, pref.	30	93		St. L. Alt. & T. H.	111 ₂		Homes. Min'g.	104	111 ₂	Wells F. & Co. E.	140	144	

BONDS—LATEST PRICES OF ACTIVE BONDS AT N. Y. STOCK EXCHANGE, AND RANGE SINCE JAN. 1, 1890.

RAILROAD AND MISCEL. BONDS.	Inter'g'l Period.	Clos'g Price Aug. 15	Range since Jan. 1.	Lowest.	Highest.	RAILROAD AND MISCEL. BONDS.	Inter'g'l Period.	Clos'g Price Aug. 15	Range since Jan. 1.	Lowest.	Highest.	
At. Top. & S.F.—100-yr. 4 g. 1899 J & S	84 ¹ ₂	83 ¹ ₂	Mar. 88 May	88	May	Nash. Ch. & St. L.—1st, 7s. 1913 J & S	128	128	July 133 Jan.	128	133	Jan.
100-year income 5 g. 1899 Sept.	63 ¹ ₂	54 ¹ ₂	70 ¹ ₂ Apr.	70 ¹ ₂	May	Conso. 5 g. 1893 A & S	109	109	106 ¹ ₂ Jan.	111	111	May
At. & Pac.—W. D. inc. 6s. 1910 J & S	17 ¹ ₂	12	24 ¹ ₂ May	24 ¹ ₂		N. Y. Central—Extend. 5s. 1893 M & N	102	102	101 ¹ ₂ May	104 ¹ ₂	104 ¹ ₂	May
Guaranteed 4 g. 1897 J & S	81 ¹ ₂	70 ¹ ₂	82 ¹ ₂ Feb.	82 ¹ ₂		1st. coupon, 7s. 1903 J & S	127	127	Aug. 132 May	127	132	May
Can. South.—1st guar. 5s. 1908 J & S	106 ¹ ₂	106 ¹ ₂	106 ¹ ₂ July	110	Feb.	Deben. 5s, coup. 1884 1904 M & S	109	110	Mar. 113 ¹ ₂ May	110	113 ¹ ₂	May
2d, 5s.	1913 M & S	99 ¹ ₂	97 Mar.	100 ¹ ₂	July	N. Y. & Harlem—7s, reg. 1900 M & N	124	124	May 128 Apr.	124	128	Apr.
Central of N. J.—Cons. 7s. 1899 Q-J	118 ¹ ₂	117	122 Aug.	122	Jan.	N. Y. Ch. & St. L.—4 g. 1937 A & O	93	92	Aug. 97 Jan.	92	97	Jan.
Consol. 7s.	1902 M & N	124 ¹ ₂	124 ¹ ₂ Jan.	128	Feb.	Y. C. Elec. & St. L.—4 g. 1937 A & O	93	92	Aug. 117 ¹ ₂ June	92	117 ¹ ₂	June
General mortgage, 5 g. 1897 J & S	110 ¹ ₂	104 ¹ ₂	113 ¹ ₂ Apr.	113 ¹ ₂	June	N. Y. Lack. & W. 1st, 6s. 1921 J & S	130	131	July 134 ¹ ₂ Apr.	130	134 ¹ ₂	Apr.
Leh. & W.B., con. 7s., as'd. 1900 Q-M	113	113	116 Mar.	116	Jan.	Construction, 5s. 1923 F & A	111	110	Aug. 112 May	111	112	May
do mortgage, 5s. 1912 M & N	103 ¹ ₂	102	105 May	105	Apr.	N. Y. L. & E. W. 1st, con't. 7g. 1920 M & S	136	134	Apr. 139 ¹ ₂ Jan.	136	139 ¹ ₂	Jan.
Am. Dock & Imp. 5s. 1912 J & S	198 ¹ ₂	107 ¹ ₂	107 ¹ ₂ Jan.	107 ¹ ₂	June	Long Dock 7s. 1893 J & D	107	107	June 110 ¹ ₂ Mar.	107	110 ¹ ₂	Mar.
Central Pacific—Gold 6s. 1898 J & S	113 ¹ ₂	112	116 ¹ ₂ Jan.	116 ¹ ₂	Mar.	Consol. 6 g. 1935 A & D	120	119	May 119 May	120	119	May
Land grant 6 g. 1890 A & D	102	102	104 ¹ ₂ Apr.	102 ¹ ₂	Mar.	2d consol. 6 g. 1969 J & D	102 ¹ ₂	102 ¹ ₂	Mar. 107 May	102 ¹ ₂	107	May
Ches. & Ohio—Mort. 6 g. 1911 A & S	117 ¹ ₂	115 ¹ ₂	115 ¹ ₂ Jan.	118	Feb.	N. Y. Ont. & W.—1st, 6 g. 1914 M & S	112 ¹ ₂	110 ¹ ₂	Mar. 110 ¹ ₂ Apr.	112 ¹ ₂	113 ¹ ₂	Apr.
1st consol. 5 g. 1939 M & N	59 ¹ ₂	59 ¹ ₂	99 ¹ ₂ Aug.	99 ¹ ₂	Sept.	Consol. 1st, 5 g. 1939 J & D	97 ¹ ₂	96	Mar. 101 May	97 ¹ ₂	101	May
R. & A. Div. 1st, con. 2d, 4 g. 1899 J & S	70 ¹ ₂	69 ¹ ₂	73 ¹ ₂ June	73 ¹ ₂		N. Y. S. Sus. W.—1st, 5g. 1937 J & D	98	96	Apr. 101 ¹ ₂ June	98	101 ¹ ₂	June
do 1st con. g. 1899 J & S	80 ¹ ₂	78 ¹ ₂	82 July	82	July	Midland of N. J.—6 g. 1910 A & O	115	113	Apr. 118 Feb.	115	118	Feb.
2d con. 3d g. 1899 J & S	74	74	67 ¹ ₂ Apr.	67 ¹ ₂	May	Nor. & W.—100 year, 5 g. 1900 J & D	96 ¹ ₂	95	Mar. 99 ¹ ₂ June	96 ¹ ₂	99 ¹ ₂	June
Ches. O. & So. W.—6 g. 1911 F & A	107 ¹ ₂	107 ¹ ₂	107 ¹ ₂ Aug.	107 ¹ ₂	Sept.	North. Pac.—1st, coup. 6 g. 1921 J & S	115 ¹ ₂	113 ¹ ₂	Jan. 119 June	115 ¹ ₂	119	June
Chic. Burl. & Q.—Con. 7. 1903 J & S	123	123	124 July	124	July	General, 2d, coup. 6 g. 1933 A & O	114 ¹ ₂	110	Apr. 110 May	114 ¹ ₂	116	Aug.
Debenture 5s. 1913 M & N	101 ¹ ₂	101 ¹ ₂	101 ¹ ₂ Aug.	101 ¹ ₂	Sept.	General, 3d, coup. 6 g. 1937 J & D	110	109	Jan. 113 ¹ ₂ May	110	113 ¹ ₂	May
Denver Division, 4s. 1922 F & A	92 ¹ ₂	92 ¹ ₂	92 ¹ ₂ Feb.	92 ¹ ₂	Mar.	North. Pac. & Mon.—6 g. 1938 M & S	110	108	Mar. 104 ¹ ₂ Apr.	110	110 ¹ ₂	Apr.
Nebraska Extension 4s. 1927 M & N	91 ¹ ₂	91 ¹ ₂	91 ¹ ₂ July	91 ¹ ₂	Aug.	No. Pacific Ter. Co.—6 g. 1933 J & D	109 ¹ ₂	106	Jan. 113 Jan.	109 ¹ ₂	113	Jan.
Chic. & E. Ill.—1st, s. f., 6s. 1907 J & S	115	115	116 ¹ ₂ June	116 ¹ ₂	July	Ohio & Miss.—Consol. 7s. 1898 J & D	116	116	July 113 ¹ ₂ June	116	117	June
Consol. 6 g. 1934 A & O	121	121	116 Apr.	116	May	Ohio Southern—1st, 6 g. 1921 J & D	107 ¹ ₂	106 ¹ ₂	June 111 ¹ ₂ May	107 ¹ ₂	111 ¹ ₂	May
General consol. 1st, 5s. 1937 M & N	100 ¹ ₂	95	100 May	100	June	General mort. 4 g. 1921 M & N	67	59	Apr. 68 May	67	68	May
Chic. Gas. L. & C.—1st, 5 g. 1937 J & S	92 ¹ ₂	90 ¹ ₂	90 ¹ ₂ May	90 ¹ ₂	June	Omaha & St. Louis—4 g. 1937 J & S	75	73 ¹ ₂	Jan. 80 June	75	80	June
Chic. Mil. & St. P.—Con. 7s. 1905 J & S	124	124	124 ¹ ₂ Jan.	124 ¹ ₂	Feb.	Oregon Imp. Co.—1st, 6 g. 1910 J & D	103 ¹ ₂	101 ¹ ₂	Jan. 106 May	103 ¹ ₂	106	May
1st, So. Min. Div.—6s. 1910 J & S	113	113	118 ¹ ₂ Apr.	118 ¹ ₂	May	Ore. & Nav. Co.—1st, 6 g. 1909 J & D	109 ¹ ₂	109	Jan. 109 Feb.	109	113	Jan.
1st, Ch. & Pac. W.D. 5s. 1921 J & S	106 ¹ ₂	105 ¹ ₂	105 ¹ ₂ July	105 ¹ ₂	Aug.	Consol. 5 g. 1925 J & D	98	96	Apr. 101 ¹ ₂ Mar.	98	101 ¹ ₂	Mar.
Chic. & Mo. Riv. Div.—5s. 1926 J & S	101	101	101 ¹ ₂ July	103 ¹ ₂	Aug.	Penn. Co.—4 ¹ ₂ g., coup. 1921 J & D	106	106	July 110 ¹ ₂ Mar.	106	110 ¹ ₂	Mar.
Wis. & Minn. Div.—5 g. 1921 J & S	104	104	106 Mar.	106	June	Peo. Dec. & Evans.—6 g. 1920 J & D	101 ¹ ₂	101	Jan. 101 Jan.	101	109	Apr.
Terminal, 5 g. 1914 J & S	104	104	106 Mar.	106	June	Evansville Div.—6 g. 1920 M & N	106 ¹ ₂	106 ¹ ₂	June 106 ¹ ₂ Mar.	106 ¹ ₂	106 ¹ ₂	Mar.
Gen. M., 4 g. series A... 1899 J & S	90 ¹ ₂	89 ¹ ₂	90 ¹ ₂ July	90 ¹ ₂	Aug.	2d mort. 5 g. 1926 1920 M & N	68	66	Mar. 74 May	68	74	May
Chic. & N.W.—Consol. 7s. 1915 Q-J	135	135	141 May	141	June	Peoria & East, consol. 4s. 1940 A & O	81 ¹ ₂	81 ¹ ₂	Aug. 85 June	81 ¹ ₂	85	June
Coupon, gold, 7s. 1902 J & D	116 ¹ ₂	117 ¹ ₂	117 ¹ ₂ May	117 ¹ ₂	June	Rich. & Peab. Read.—Gen. 4 g. 1958 J & D	82	80 ¹ ₂	Mar. 87 Jan.	82	87	Jan.
Sinking fund 5s. 1929 A & O	107	107	106 ¹ ₂ Apr.	106 ¹ ₂	May	1st pref. income, 5 g. 1958 J & D	71 ¹ ₂	62	Mar. 80 ¹ ₂ Jan.	71 ¹ ₂	80 ¹ ₂	Jan.
Sinking fund debent., 5s. 1929 A & O	103 ¹ ₂	103 ¹ ₂	104 ¹ ₂ May	104 ¹ ₂	June	2d pref. income 5 g. 1958 J & D	53	43 ¹ ₂	Mar. 58 ¹ ₂ May	53	58 ¹ ₂	May
25-year debenture 5s. 1930 A & O	104 ¹ ₂	104 ¹ ₂	104 ¹ ₂ May	104 ¹ ₂	June	3d pref. income 5 g. 1958 J & D	43 ¹ ₂	36	Mar. 49 Jan.	43 ¹ ₂	49	Jan.
Extension 4s. 1926 F & A	95	95	96 ¹ ₂ June	96 ¹ ₂		Pittsburgh & Western—4 g. 1917 J & S	79 ¹ ₂	79 ¹ ₂	Aug. 83 May	79 ¹ ₂	83	May
Chic. Peo. & St. Louis—5 g. 1928 M & S	99	99	99 ¹ ₂ June	99 ¹ ₂		Rich. & Danv.—Con. 6 g. 1915 J & S	116 ¹ ₂	115 ¹ ₂	Jan. 118 ¹ ₂ June	116 ¹ ₂	118 ¹ ₂	June
Chic. R. I. & Pac.—6s, coup. 1917 J & S	128	128	132 May	132	June	Consol. 5 g. 1925 J & D	82	76	Aug. 87 Jan.	82	87	Jan.
Extension & col. 5s. 1934 J & S	103 ¹ ₂	103 ¹ ₂	103 ¹ ₂ Aug.	103 ¹ ₂	Sept.	1st pref. income, 5 g. 1958 J & D	71 ¹ ₂	62	Mar. 80 ¹ ₂ Jan.	71 ¹ ₂	80 ¹ ₂	Jan.
Chic. St. L. & Pitt.—Con., 5 g. 1922 A & O	103 ¹ ₂	103 ¹ ₂	103 ¹ ₂ Jan.	103 ¹ ₂	Feb.	2d pref. income 5 g. 1958 J & D	53	43 ¹ ₂	Mar. 58 ¹ ₂ May	53	58 ¹ ₂	May
Chic. St. L. & Pitt.—Con., 5 g. 1930 J & S	119	119	123 ¹ ₂ May	123 ¹ ₂	June	3d pref. income 5 g. 1958 J & D	43 ¹ ₂	36</				

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz.: "M." for mortgage; "g." for gold; "g'd." for guaranteed; "end." for endorsed; "cons." for consolidated; "conv." for convertible; "s. f." for sinking fund; "l. g." for land grant.

Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.
UNITED STATES BONDS.								
4% ^{1/2} , 1891.....reg. Q-M	102 ^{1/2}		Birmingham, Ala.—5 g., 1920 A&O	128	129	New Orleans, La.—Premium 5s ...	151 ^{1/2}	152 ^{1/2}
4% ^{1/2} , 1891.....coup. Q-M	103 ^{1/2}		Boston, Mass.—Water 6s, 1908. Var	118 ^{1/2}	120	Cons. 6s, 1923, ext. Crossman J&J	104 ^{1/2}	105 ^{1/2}
4%, 1907.....reg. Q	123 ^{1/2}	124 ^{1/2}	Water 5s, gold, 1906	108 ^{1/2}	109	5s, 1934	J&D	90
4%, 1907.....coup. Q	123 ^{1/2}	124 ^{1/2}	Water 4s, 1917	100	102	N.Y. City—7s, 1900	M&N	135 ^{1/2}
6s, Currency, 1895.....reg. J&J	112 ^{1/2}		Water 3 ^{1/2} s, 1917	102	102	6s, gold, 1901	J&J	128
6s, Currency, 1896.....reg. J&J	115		A&O	100	102	5s, gold, 1898	M&N	128
6s, Currency, 1897.....reg. J&J	117 ^{1/2}		J&J	102	102	5s, gold, 1896	M&N	111
6s, Currency, 1898.....reg. J&J	119 ^{1/2}		J&J	102	102	4s, 1906	M&N	113 ^{1/2}
6s, Currency, 1899.....reg. J&J	123		Water 3s, 1905	102	102	3 ^{1/2} s, 1904	M&N	101
STATE SECURITIES.			Buffalo, N.Y.—7s, 1924-5	127	128	3s, 1907	A&O	101
Alabama—Class "A," 4 to 5, 1906.....	105		Water 5s, gold, 1906	108 ^{1/2}	120	Park, 2 ^{1/2} s, 20-48	M&N	122
Class "B," 5s, 1906			Water 4s, 1904	100	102	Norfolk, Va.—6s, 1914	Var	118
Class "C," 4s, 1906			Water 3 ^{1/2} s, 1905	102	102	8s, Water, 1901	M&N	128 ^{1/2}
Currency funding 4s, 1920	105 ^{1/2}	108 ^{1/2}	Water 3s, 1916	102	102	5s, 1916	A&O	107
ARKAN. —6s, fund., '99. Holford, J&J			F&A	100	102	Norwich, Ct.—5s, 1907	A&O	109
6s, fund., non-Holford			Cambridge, Mass.—Water 3s, '96 J&J	111 ^{1/2}	112 ^{1/2}	Omaha, Neb.—Paving 5s, 1905	Var	109
7s, L. R. & Ft. S. Issue, 1900. A & O	6		City 6s, 1904	125 ^{1/2}	127	Orange, N.J.—7s, long	M&N	116
7s, Memphis & L. R., 1899. A & O			Water 3 ^{1/2} s, 1911	100	101	Patterson, N.J.—7s, 1900	Var	124
7s, L. R. P. B. & N. O., 1900. A & O			A&O	100	101	6s, 1901	J&J	120
7s, Miss. O. & R. Riv., 1900. A & O			Charleston, S.C.—Conv. 7s, '97 A&O	105	105	4s, 1908	J&J	102
7s, Ark. Central RR, 1900. A & O			Conv. 4s, 1909	82 ^{1/2}	82 ^{1/2}	Petersburg, Va.—6s	J&J	110
7s, Ark. Central RR, 1900. A & O	10		Chicago, Ill.—7s, 1899	115 ^{1/2}	116 ^{1/2}	Philadelphia, Pa.—6s, 1895	J&J	112
7s, Ark. Central RR, 1900. A & O	5		6s, 1895	113	6s, 1904-5-6	J&J	122	
7s, Levee of 1871, 1900	J & J		4s, 1900	106 ^{1/2}	107	Pittsburg, Pa.—5s, 1913	J&J	120
Connecticut-New, rg. 3 ^{1/2} s, 1903 J&J	\$100		3 ^{1/2} s, 1902	100	101	7s, 1912	Var	122
New, reg. or coup., 3s, 1910			Cook Co. 4 ^{1/2} s, 1900	106 ^{1/2}	107	4s, Consol., 1904 reg	J&J	125
Dist. Col.—Con. 3 ^{1/2} s, 1924, op. F&A	119		West Chicago, 5s, 1899	102	102	Portland, Me.—6s, RR. Aid, 1907 M&S	124	125
Funding 5s, 1899	111		Lincoln Park 7s, 1895	102	102	4s, funded, 1912	J&D	104
Perm. Imp. 6s, guar., 1891	J&J	101	South Park 6s, 1899	122 ^{1/2}	123 ^{1/2}	Portland, O.R.—Gold 5s 1920 M&N	124 ^{1/2}	113
Perm. Imp. 6s, 1891	J&J	102 ^{1/2}	3 ^{1/2} s, 1903	105	105	Portsmouth, N.H.—6s, '93, RR. J&J	105 ^{1/2}	106 ^{1/2}
Wash.—Fund. loan (Cong.) 6s, g., '92	02		5s, 1908	102	102	Poughkeepsie, N.Y.—7s, water long	M&N	140
Fund. loan (Leg. 6s, g., 1902) Var	123		6s, gold, 1908	104 ^{1/2}	105	Providence, R.I.—5s, g., 1900. J & J	111	112 ^{1/2}
Market stock, 7s, 1 ^{1/2} to 2	103 ^{1/2}		4s, 1905	104 ^{1/2}	105	6s, gold, 1900, water loan. J & J	120	121
Water stock, 7s, 1901	139		3 ^{1/2} s, 1908	106 ^{1/2}	107	4s, 1915	J&D	107
do, 7s, 1903	140 ^{1/2}		6s, gold, 1908	107	107	Portland, Me.—6s, RR. Aid, 1907 M&S	124	125
Florida—Consol. gold 6s	J & J	111	4s, 1905	108	109	4s, funded, 1912	J&D	104
Georgia—7s, gold bonds, 1890. Q-J	100 ^{1/2}		Var	102	102	7s, 1908	J&J	113
4 ^{1/2} s, 1915	J & J	117	Hamilton County 4s	105 ^{1/2}	106 ^{1/2}	8s, 1909	J & J	101
3 ^{1/2} s, 1917 to 1936	J & J	119	6s, 1900	109 ^{1/2}	110 ^{1/2}	Quincy Ill.—6s, 1898	J&J	35
Louisiana—Consol. 7s, 1914	J & J	99	M&S	115	117	7s, N.J.—Old 7s	Var	72 ^{1/2}
Stamped 4 per cent, 1914	J & J	97 ^{1/2}	5s, 1907	102	102	New adjustment 4s	J&J	105
Maine—New 3s, 1890-1929	J & D	102	J&D	100	101	Reading, Pa.—4s, 1920	A&O	118
Maryland—3s, gold, 1900	J & J	100	Funded debt 4s, April, 1902 J&J	111 ^{1/2}	112 ^{1/2}	Richmond, Va.—6s, 1914	J&J	138
3 ^{1/2} s, 1898	J & J	104	Var	110	105	5s, 1921 & 1922	J&J	110
Massachusetts—5s, gold, 1891 A&O	100 ^{1/2}		Columbus, Ga.—7s	103	105	4s, 1920	J&J	99
5s, gold, 1894	J & J	106	Waterloo, O. 4s, 1910	102	102	Rochester, N.Y.—7s, Water, 1903	Var	140
5s, gold, 1897	J & J	111	5s, 1920	101 ^{1/2}	111	4s, 1912	F&A	101
Minnesota—Adj. 4 ^{1/2} s, 1912, 10-30	100	103 ^{1/2}	Dalton, Texas	105	105	5s, 1916	F&A	99
Missouri—			St. Joseph, Mo.—6s, 1903	101	102	5s, 1916	F&A	99 ^{1/2}
Asylum or University, 1892 J & J			Comp'ns 4s, 1901	100	101	5s, 1916	Var	114 ^{1/2}
Fund. 6s, 1894-95	J & J		St. Louis, Mo.—6s, 1899	100	101	5s, 1916	Var	107 ^{1/2}
Funding 3 ^{1/2} s, 5-2 ^{1/2} s, 1906-8 J & J			8s, gold, 1894	100	101	5s, 1916	Var	108
New Hampshire—5s, 1892	J & J	102	9s, 1900	110	112	5s, 1900	J&D	104
War loan 6s, 1894	J & J	109 ^{1/2}	12 ^{1/2} s, 1906	102	102	4s, 1905	J&D	104
War loan 6s, 1905	J & J	123	12 ^{1/2} s, 1907	100	100	8s, 1905	J&D	124 ^{1/2}
New York—5s, gold, 1893	A&O		9s, 1911	90	90	St. Paul, Minn.—4s, 1912	J&D	101
North Carolina—6s, old, 1896-98 J & J	35		10 ^{1/2} s, 1912	90	90	8s, 1912	J&D	101
N. C. RR., 1883-5	J & J	35	10 ^{1/2} s, 1916	90	90	7s, 1913	J&D	116
6s, do 7 coupons off	A&O		10 ^{1/2} s, 1918	90	90	8s, 1918	J&D	116
6s, funding act of 1866, 1900 J & J			10 ^{1/2} s, 1919	90	90	8s, 1919	J&D	121
6s, new bonds, 1892-8	J & J		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
8s, Chatham RR	A&O		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
8s, special tax, class 1, 1898-9 A&O	5 ^{1/2}		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Trust certificates	5 ^{1/2}		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
4s, new cons., 1910	J & J	96 ^{1/2}	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
6s, 1919	A&O	127 ^{1/2}	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
North Dakota bnd.			10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Penna.—5s, new reg., '92-1902 F&A	102 ^{1/2}		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
4 ^{1/2} , reg., 1912	F & A	119 ^{1/2}	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Rhode Isl'd—6s, 1893-4, coup J & J	107 ^{1/2}	108 ^{1/2}	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
South Carolina—6s, Non-fund., 1888	4	4 ^{1/2}	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Brown consols, 6s, 1893	J & J	100 ^{1/2}	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Blue consols, 4 ^{1/2} s, 1928	J & J	99	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Tennessee—6s, unfunded	J & J	71	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Compromise, 3 ^{1/2} s, 6s, 1912 J & J	81		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Settlement, 6s, 1913	J & J	103	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Settlement, 5s, 1913	J & J	104	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Settlement, 3s, 1913	J & J	72 ^{1/2}	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Texas—5s, gold, 1904	J & J	135	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Virginia—6s, old, 1886-95 J & J	51	54	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
6s, new bonds, 1866	J & J	51	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
6s, consol., 1905-6 ex-coupons	J & J	50	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
6s, consol., 2d series	J & J	50	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
6s, deferred bonds			10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Do trust receipts			10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Tax-rec'vable coups., from consol's	10	10	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Do from 10-40s	63 ^{1/2}		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
New 3s (Riddleberger), 1932 J & J	69	70	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
10-40s, cp. & reg., 3 to 5, 1919 J & J	38	41	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Consol. coupon, new	34 ^{1/2}		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
do non-fundable	27 ^{1/2}		10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
Washington—3s, 5-15 years	\$101	102	10 ^{1/2} s, 1920	90	90	8s, 1920	J&D	120
CITY SECURITIES.								
Albany, N.Y.—6s, 1915-1919, M&N								
4s, 1920 to 1930	M&N							
Allegheny, Pa.—5s, op., '87-97 Var.	100	106						
4 ^{1/2} s, coup., 1885-1901	100	105						
Allegheny Co., 5s, op., 1913 J & J	100	103						
4 Court House, 1904, reg. J & J	104	106						
3 ^{1/2} s, refunded, 1895, reg. J & J	109	109						
Atlanta, Ga.—Water 7s, 1904 J & J	115	115						
6s, 1895-6	J & J	104						
5s, 1914-15	J & J	103						
4 ^{1/2} s, 1916	J & J	100						
Augusta, Me.—6s, 1905, Fund J & J	100	105						
Augusta, Ga.—6s, 1905	J & J	121 ^{1/2}						
Baltimore—5s, bounty, 1893 M & P	107							
5s, water, 1894	M&N							

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Baltimore & Ohio—(Continued)—			Chicago B. & Q.—(Continued)—			Clev. Akron & Col.—1st, 6s, 1924 J&J	198 1/2	-----
Sterling, 6s, g., 1902—M&S	114	116	5s, debenture, 1913—M&N	101 1/4	102	Gen. M., g., 5s, 1927—M&S	101 1/4	-----
Sterling, 6s, g., 1910—M&S	120	122	Iowa Div., S. F., 5s, 1919—A&O	107 1/4	-----	Clev. & Canton—1st, 5s, 1917 J&J	95	-----
Sterling, 5s, 1927—J&J	105	107	Iowa Div., 4s, 1919—A&O	95 1/2	-----	C.C.C. & St. L.—C. Div., 4s, 1939 J&J	92	-----
Sterling, 4s, 1933—A&O	105	107	Denver Div., 4s, 1922—F&A	92 1/2	-----	Clev. Col. & In.—1st 7s, 99 M&N	118	120
Equ. Tr. ser. B, 1891 to 1900—M&N			4s, plain bonds, 1921—M&S	92 1/2	-----	Consol. mort., 7s, 1914—J&D	130 1/2	-----
Balt. & O. 8. W.—Cin. & Balt. 7s, 1900			Neb. Ext., 4s, 1927—M&N	91	-----	Cons. S. F., 7s, 1914—J&J	127	130
New 4s, 1900—J&J	99	100	Plain, 7s, 1898—J&J	110	110 1/2	Gen. con. 6s, 1934—J&J	120	-----
1st pref. income, 5s—			Bonds, 5s, 1895—J&J	100 1/4	100 1/2	Bellef. & Ind. M., 7s, 1899—J&J	114	-----
2d do do			Convert. deb. 5s, 1st, 03—M&S			Clev. & Mah. Val.—G. 5s, 1934 J&J	108	108 1/2
3d do do			Bur. & Mo. (R.), 1st, 7s, 1933 A&O	106 1/4	107 1/2	Colorado Mid.—1st, 6s, 1936 J&D	126	-----
Balt. & Pot.—1st, 6s, g., 1911 A&O	120		Bur. & Mo. (Neb.), 1st, 6s, 1918 J&J	118 1/4	119	4th Mort., 6s, 1892—J&J	102	103 1/2
1st, tunnel, 6s, g., 1911—J&J	120		Cons., 6s, non-ex., 1918—J&J	106 1/2	107	Columbia & Gr.—1st, 6s, 1916 J&G	106 1/2	107 1/2
Beech Creek—1st, 4s, 1936 J&J		83	4s, (Neb.), 1910—J&J	93 1/2	94	2d mort., 6s, 1923—A&O	85	-----
Belvidere Del.—1st, 6s, g., 1902 J&J	115		Neb. RR, 1st, 7s, 1896—A&O	109	111	Col. & C. Mid.—1st, 4s, 1939 J&J	89	-----
Cons. 4s, 1927—F&A			Gen. & S. W., 1st, 8s, 1896 J&G	114	116	Colum. Hook. V. & T.—Con. 5s, 1931	85	87
Boston & Albany—7s, 1892—F&A	104 1/4	104 1/2	Ch. & I. Coal R'y, 1st, 5s, 1936—J&J	97	98	Gen. 6s, gold, 1904—J&D	104	-----
6s, 1895—J&J	110	111	Chic. & Mil., 1st, 6s, 1900—J&J	117 1/2	119	Col. & Hook. V.—1st M., 7s, 197—A&O	108	108 1/2
Bos. Con. & Mont.—See Con. & Mont.			Atch. & Neb.—1st, 7s, 1908 M&S	126	126 1/2	do, 2d M., 7s, 1892 J&J	100	100
Boston & Lowell—7s, 1892—A&O	104 1/4	105	Repub. Val., 1st, 6s, 1919—J&J	105	105 1/2	Col. & Toledo—1st, 7s, 1915 F&A	113	113
6s, 1896—J&J	110 1/2		Chic. & East Ill.—1st, mort. 6s, 1907	115	116	do, 2d mort., 1900 M&S	100	100
5s, 1899—J&J	107	108	1st, con., 6s, gold, 1934—A&O	120	122	Ohio & W. Va.—1st, 5s, 1914 OM&N	113	113
4s, 1905-6-7—Var.	101 1/2	102	Gen. con., 1st, 5s, 1937—M&N	97 1/2	99 1/2	Col. Shaw. & H'k.—1st, 5s, 1940 J&G	85	90
4s, 1902—J&J	105	108	Ch. & I. Coal R'y, 1st, 5s, 1936—J&J	97	98	Col. Springf. & C.—1st, 7s, 1901 M&S	106 1/2	107
Boston & Maine—7s, 1893—J&J			Chic. & Mil. & Gr. Trunk—1st, 6s, 1900—	105	106	Col. & Western—1st, 6s, 1919 J&L	106 1/2	109
7s, 1894—J&J			Chic. Mill. & St. Paul—	122 1/2	123 1/2	Col. & Xenia—1st, 5s, 1890 M&S	100	100
Improvement 4s, 1905—F&A	103	104	M. & St. L. Pat., 8s, P.D., 1898 F&A	116	121	Concord & Montreal—		
Do 4s, 1937—F&A	103	107	P. D., 2d M., 7s, 19-10s, 1898 F&A	122	124 1/2	Boat. Cen. & Mon.—Cons. 7s, 1892	105 1/2	106
Bost. & Providence—7s, 1893 J&J	107	108	R. D., 8s, gold, 7s, 1902 J&J	122	124 1/2	Consol. mort., 6s, 1893—A&O	103 1/2	104 1/2
4s, 1918—J&J	103	105	La. C., 1st M., 7s, 1893—J&J	113	114	Improvement 6s, 1911—J&J	99	112
Bost. Revere & Lynn—6s, 97—J&J	112	113	M. & L. M., 1st M., 7s, 1897—J&J	116	118 1/2	Coun. & Passump.—M., 7s, 193 A&O	105 1/2	107
Bradford Bord. & R.—1st, 6s, 1932	26		P. & Dak., 1st M., 7s, 1899 J&J	117	118	Connecting (Phila.)—1st, 6s, M&S	116	-----
Bradf. Eld. & Cuba—1st, 6s, 1932 J&J	20		Chic. & Mil., 1st M., 7s, 1903 J&J	121	126	Dayton & Mich.—Con. 5s, 1911 J&J	109	110
Brooklyn Ele.—1st, 6s, 1924—A&O	104 1/2	111 1/2	Consol., 7s, 1905—J&J	123	124	Dayton & Union—1st, 7s, 1919 J&J	123	123
2d mort., 5s, 1915—J&J	87	91	1st M., I. & D., Ext., 7s, 1908 J&J	123	124	Dayt. & West.—1st M., 6s, 1905 J&J	113 1/2	123 1/2
Union 1st, 6s, 1937—M&N	109 1/2	106 1/2	1st M., D., 8s, S. Thwth. Div., 1909 J&J	114 1/2	115	1st mort., 7s, 1905—J&J	85	85
Brunsw. & P.—4s, g., 1938 J&J	73	73 1/2	1st M., 5s, La C. & Dev., 1919 J&J	102 1/2	103	Delaware—Mort., 6s, guar., 95 J&J	123 1/2	124 1/2
Buff. Bur. & P.—Gen. M., 7s, 196 J&J	103	103	80. Minn., 1st, 6s, 1910—J&J	113	114	Del. & Bound B'k.—1st, 7s, 1905 F&A	129 1/2	130 1/2
Buff. Rock. Pitts.—Gen. M., 1937	110		Hast. & Dak. Ex., 7s, 1910 J&J	120	121 1/2	Del. & Bound B'k.—1st, 7s, 1892 J&J	101 1/2	102
Boch. & P.—1st, 6s, 1921—F&A	117		do, 5s, 1910—J&J	102 1/2	103	do, 7s, 1892 J&J	101 1/2	102
Consol., 6s, 1922—J&J	117		Chic. & Pac. Div., 6s, 1910—J&J	114 1/2	115	Delaware—Mort., 6s, guar., 95 J&J	123 1/2	124 1/2
Buff. & Southwest—6s, 1908—J&J	130		do, West. Div., 5s, 1921 J&J	106	107	Del. & Bound B'k.—1st, 7s, 1905 F&A	129 1/2	130 1/2
Burl. C. R. & N.—1st, 5s, 1906 J&D		99	Chic. & Mo. Riv., 5s, 1916—J&J	101	102	do, 7s, 1892 J&J	101 1/2	102
Cons. J. & col. tr., 5s, 1934—A&O	90	92	Mineral Pt. Div., 5s, 1910—J&J	107	108	1st, Ext., 7s, 1894—M. & N.	101 1/2	102
Minn. & St. 1st, 7s, g., 1917—J&J			Chic. & L. Sup. Div., 5s, 1921 J&J	100	101	Coupen 7s, 1894—A&O	113 1/2	114 1/2
Iowa & W., 1st, 7s, 1899 M&S			Wis. & Minn. Div., 5s, 1912—J&J	104	105	1st, M., Pa. Div., 7s, 1912 J&J	146	145 1/2
C. Rap. I. & Co.—1st, 5s, 1920 A&O			Terminal 5s, g., 1914—J&J	104	105	Del. Lack. & W.—Conv. 7s, 1892 J&L	104 1/2	105
do			Dubuque Div., 1st, 6s, 1920 J&J	113	114	Mort. 7s, 1907—M&S		
Camden & Burl. Co., 6s, 1897 F&A	106 1/2	108	Wis. Val. Div., 1st, 6s, 1920 J&J	107 1/2	108	Den. City Cable 1st, 6s, 1918—J&J	100	101
Camden So.—1st, 5s, guar., 1908—J&J	99 1/2	100	Fargo & So., 1st, 6s, 1924 J&J	101	102	Den. & R. G.—1st, con., 6s, 1936 J&J	82	82 1/2
2d mort., 5s, 1913—M&S	102		Inc. conv. S. F., 5s, 1916—J&J	101	102	1st, 7s, gold, 190, 1905 M&S	117	119
2d M. & S., g., end. C. Pac., '91 J&J	100		1st, Ext., 7s, 1905—J&J	101	102	Impr., g., 5s, 1928—A&O	83 1/2	85 1/2
2d M. (guar. C. P.), 6s, 1905 J&J	107		La. & G., 5s, 1916—J&J	101	102	Des. M. & F.—Guar. 4s, 1905 J&J	50	50
do	3s	3s, 1905 J&J	60		1st mort., guar., 2d s, 1905 J&J	80	84	
Camden & Atl.—1st, 7s, g., 93 J&J	110		Ch. & No. Pac. conv. 5s, 1940 A&O	135	145	Det. B. C. & Alp.—1st, 6s, 1913 J&J	160	160
Consol. 6s, 1911—J&J			Consol., gold, 7s, 1902—J&J	124 1/2	125 1/2	Det. G. Haven & Mill.—Equip. 6s, 1915	114	117
Calif. Pac.—1st, 5s, 1912 J&J	105	108	do, debent., 5s, 1913 M&N	110	111	Com. M., guar., 6s, 1918—A&O	114	117
2d M. & S., g., end. C. Pac., '91 J&J	100		Stinking fund, 6s, 1923—A&O	108	109	Con. L. & N. & North.—1st, 7s, 1907 J&J	107 1/2	108 1/2
2d M. (guar. C. P.), 6s, 1905 J&J	107		do, 1929—A&O	103 1/2	104	Gr. Rap. L. & D.—1st, 5s, 1927 M&S	3	3
do	3s	3s, 1905 J&J	60		do, 1937—A&O	101	102	
Camden & Atl.—1st, 7s, g., 93 J&J	110		Mill. & Mad., 1st, 6s, 1905 M&S	117	118	Gr. Rap. L. & D.—1st, 5s, 1937 M&S	30	37
Collat'l trust, 5s, 1937—M&N			Ott. C. F. & St. P., 5s, 1919 M&S	110	111	Gr. Rap. L. & D.—1st, 5s, 1937 M&S	30	37
Cent. of Ga.—1st, cons., 7s, g., 93 J&J			Northwest. Un., 1st, 7s, 1917 M&S	109	110	Gr. Rap. L. & D.—1st, 5s, 1937 M&S	30	37
Cent. of N. J.—1st, cons., 7s, g., 93 J&J			North. Ills., 1st, 5s, 1910—M&S	109	110	Gr. Rap. L. & D.—1st, 5s, 1937 M&S	30	37
Convert. debent., 6s, 1908—M&N	124 1/2	126	Madison Ext., 1st, 7s, 1911 J&J	133	134	Gr. Rap. L. & D.—1st, 5s, 1937 M&S	30	37
Gen. mort., 5s, 1987—J&J	117		Menominee Ext., 1st, 7s, 1911 J&J	133	134	Gr. Rap. L. & D.—1st, 5s, 1937 M&S	30	37
Leh. & Wil.—Con. 7s, g., 1900, ass. 0	113	114 1/2	Northwest. Un., 1st, 7s, 1917 M&S	136	137	Gr. Rap. L. & D.—1st, 5s, 1937 M&S	30	37
Mortgage 5s, 1912—M&N			Cedar R. & Mo.—1st, 7s, 1911 J&F	111	112	Dunk. A. V. & P.—1st, 7s, 1909 J&D	116	117
Am. D. & Imp. Co.—1st, 6s, 1921 J&J			do, 1916—M&S	108	109	E. Tenn. Va. & Ga.—1st, 7s, 1900 J&J	116	117
Cent. Ohio—1st, M., 6s, 1890—M&S	102 1/2		do, 1929—A&O	103 1/2	104	Divisional, 5s, 1930—J&J	116	117
Reorg. cons., 1st, 4s, 1930—M&S	100		do, 1930—A&O	105	106	Consol. 5s, g., 1936—M&S	105 1/2	106 1/2
Cent. Pac.—1st, 6s, gold, 1895 J&J	109 1/2		do, 1937—A&O	106	107	1st Ext., gold, 5s, 1937—J&D	90	94
1st, 6s, gold, 1895 J&J	109 1/2		do, 1938—A&O	107	108	Equip. & Imp., g., 5s, 1938—M&S	90	94
1st, 6s, gold, 1896—J&J	108		do, 1939—A&O	108	109	Equip. & Imp., g., 5s, 1939—A&O	89	90
1st, 6s, gold, 1897—J&J	111 1/2		do, 1940—A&O	109	110	Equip. & Imp., g., 5s, 1940—A&O	89	90
1st, 6s, gold, 1898—J&J	112 1/2		do, 1941—A&O	110	111	Equip. & Imp., g., 5s, 1941—A&O	89	90
1st, 6s, gold, 1899—J&J	113 1/2		do, 1942—A&O	111	112	Equip. & Imp., g., 5s, 1942—A&O	89	90
1st, 6s, gold, 1900—J&J	114 1/2		do, 1943—A&O	112	113	Equip. & Imp., g., 5s, 1943—A&O	89	90
1st, 6s, gold, 1901—J&J	115 1/2		do, 1944—A&O	113	114	Equip. & Imp., g., 5s, 1944—A&O	89	90
1st, 6s, gold, 1902—J&J	116 1/2		do, 1945—A&O	114	115	Equip. & Imp., g., 5s, 1945—A&O	89	90
1st, 6s, gold, 1903—J&J	117 1/2		do, 1946—A&O	115	116	Equip. & Imp., g., 5s, 1946—A&O	89	90
1st, 6s, gold, 1904—J&J	118 1/2		do, 1947—A&O	116	117	Equip. & Imp., g., 5s, 1947—A&O	89	90
1st, 6s, gold, 1905—J&J	119 1/2		do, 1948—A&O	117	118	Equip. & Imp., g., 5s, 1948—A&O	89	90
1st, 6s, gold, 1906—J&J	120 1/2		do, 1949—A&O	118	119	Equip. & Imp., g., 5s, 1949—A&O	89	90
1st, 6s, gold, 1907—J&J	121 1/2		do, 1950—A&O	119	120	Equip. & Imp., g., 5s, 1950—A&O	89	90
1st, 6s, gold, 1908—J&J	122 1/2		do, 1951—A&O	120	121	Equip. & Imp., g., 5s, 1951—A&O	89	90
1st, 6s, gold, 1909—J&J	123 1/2		do, 1952—A&O	121	122	Equip. & Imp., g., 5s, 1952—A&O	89	90
1st, 6s, gold, 1910—J&J	124 1/2		do, 1953—A&O	122	123	Equip. & Imp., g., 5s, 1953—A&O	89	90
1st, 6s, gold, 1911—J&J	125 1/2		do, 1954—A&O	123	124	Equip. & Imp., g., 5s, 1954—A&O	89	90
1st, 6s, gold, 1912—J&J	126 1/2		do, 1955—A&O	124	125	Equip. & Imp., g., 5s, 1955—A&O	89	90
1st, 6s, gold, 191								

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.
For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Ho'st. E. & W. Tex.—1st 7s, 193. M&N E. & Tex. Cen.—1st 7s, Tr. rec'd. 1891	73	73	M-trop. El.—1st, 6s, 1908...J&J	113	113 ⁴	N. Y. Lake Erie & West.—(Cont'd.)	112	112
West. Div.—1st, 7s, Tr. rec'd. '91. J&J	114	114	2d 6s, 189:—M&N	107 ⁴	113	Reorganizat'n 1st lien, 6s, 1908	114	114
Waco & N. W.—1st, 7s, g., 1901. J&J	115	115	N. Y. Elevated.—1st, 7s, 1906. J&J	112 ⁴	120	Long Dock mort., 7s, 1893. J&J	107 ⁴	107 ⁴
2d matur. 6s, 1913. Tr. rec'd. A&O	107 ⁴	107 ⁴	Maine Cent.—M. & M., 1898...J&J	118	120	do con. g., 6s, 1935...A&O	120 ⁴	120 ⁴
Gen. mort. 6s, 1925. Tr. rec'd. A&O	113 ⁴	113 ⁴	Exten. bonds, 6s, g., 1900...A&O	112	114	New 2d cons. 6s, 1969...J&J	102 ⁴	102 ⁴
Quint. & Br. Top.—1st, 7s, '90. A&O	103	103	Conn. 7s, 1912...A&O	122	123 ⁴	Collateral Tr. 6s, 1922...M&N	112	112
Cons. 3d M. 5s, 1895	102 ⁴	102 ⁴	Androscoog. & Ken., 6s, 1890...J&J	100	101	Funded coupon 5s, 1969...J&J	90	91 ⁴
Gold, 3 ¹ 4s, 1951	106 ⁴	106 ⁴	Leeds & Farmington, 6s, 1896. J&J	108	108	Gold income bonds, 6s, 1977	75	75
Col. tr. gold, 4s, 1952...A&O	33	33	Portl. & K. Cons. M. & S., 195. A&O	107	108	N. Y. & L. Br'ch.—1st, 5s, 1931. J&J	—	—
Springfield Div., 6s, 1898...J&J	100	100	Debenture, 6s, 1928. 1905. F&A	104	106	N. Y. & North.—1st g., 5s, 1927. A&O	110 ⁴	110 ⁴
Middle Div. reg. 5s, 1921...F&A	110 ⁴	110 ⁴	Mari. & Phenix.—1st 6s, 1919. M&N	90	90	2d gold 4s, 1927	62	62
Constit. & Br. Top.—1st, 7s, '90. A&O	114	114	Mart. & N. G.—1st, 6s, g., 1911. J&J	103	106	N. Y. Ont. & W.—1st g., 6s, 1914. M&S	112 ⁴	112 ⁴
Sterling, S. F., 5s, g., 1903...A&O	106 ⁴	106 ⁴	Conso'l. 5s, g., 1939...J&J	104	106	Consol. 5s, g., 1939...J&J	96 ⁴	97 ⁴
Sterling, gen. M. & S., 1903...A&O	108	108	1st, 6s, 1923 (extension)...J&J	104 ⁴	105	N. Y. & N. Eng.—1st, 7s, 1905. J&J	123 ⁴	123 ⁴
Sterling, 5s, 1905	110	112	2d mort., 7s, extended, 1915. J&J	122	122	1st, M., 6s, 1905...J&J	116	116 ⁴
Chic. St. & N.O.—T. P'n, 7s, 97. M&N	—	—	1st consol. 7s, 1915...J&J	120	120	2d mort., 6s, 1902...F&A	103 ⁴	106 ⁴
1st cons. 7s, 1897	—	—	Gold, 6s, 1924...J&J	103 ⁴	—	3d cons. inc., 5s, 1915...J&J	116 ⁴	116 ⁴
2d, 6s, 1907	—	—	2d 6s, 1899...M&N	—	—	Deferred Int. Warrants	16	18
5s, 1951, gold	—	—	Mexican Cent.—Prior 5s, 1939. J&J	108	110	Equip. Trust., 5s, 1908...M&N	96	98
Mem. Div. 1st 4s, g., 1951 J&J	114	119	Consol. 4s, 1911...J&J	71 ⁴	72	N. Y. Phil. & Nor.—1st, 1923. J&J	—	108
Ind. D. & W.—Gold, 5s, 1947...A&O	2d m. inc. 5s, 1948	30	1st con. inc. 5s, 1939...J&J	35	34	Income 6s, 1933...A&O	—	—
Ind. Dee. & Po.—1st, 7s, 1906. M&N	98 ⁴	100	2d con. Inc. 3s, 1939...J&J	24	26	N. Y. Prov. & Boston 7s, 1899. J&J	—	—
Ind. pol'st. & S. L.—1st, 7s, 1919. Var.	115	120	Old 1st mort. 7s, 1911...J&J	92	102	N. Y. S. & W.—1st refund., 5s, 1937. J&J	74 ⁴	98 ⁴
Ind. apol'st. Vin.—1st, 7s, 1908. F&A	—	—	Mortgage, 4s, 1940...J&J	116	122	2d mort., 4s, 1937...F&A	76 ⁴	—
2d mort., 6s, g., guar. 1900. M&N	105	105	J. L. & S. Cons. 1st M. S. 8s, '91. M&S	103	103 ⁴	Mild' of N. J.—1st, 6s, 1910. A&O	118 ⁴	118 ⁴
Ind. & Gt. North.—1st, 6s, 1919. M&N	115	115	do, 6s, 1891...M&S	117	—	Newb'g Datch. & Conn.—Inc. 1977	12	20
Ind. 2d cons., 6s, 1909. Trust rec. M&S	86	86	Mich. Consol.—1st, 7s, 1902. M&N	124	—	Nor'f. & West.—Gen., 6s, 1931. M&N	119	120
Iowa Cen.—1st, 5s, 1938. J&J	85 ⁴	85 ⁴	1st, 6s, 1909...M&S	110	110	New River 1st 6s, 1932...A&O	—	—
I'a Falls & S. C.—1st, 7s, 1917. A&O	127	129	5s, coup., 1931...M&S	120	121 ⁴	Impr. & Exten., 6s, 1934...F&A	109 ⁴	—
Jack. T. & Key W.—1st, 6s, g., 1914. J&J	105 ⁴	105 ⁴	Mortgage 4s, 1940...J&J	116	—	Adjustment 7s, 1924...Q—M	—	—
Jeff. Mad. & Ind.—1st, 7s, 1906. A&O	114 ⁴	115 ⁴	Conv. deb. 5s, 1907...F&A	98	100	Equipment, 5s, 1908...J&J	85 ⁴	—
2d mort., 7s, 1910	121	121	Ext. & Imp. s. f. g., 1923...F&A	114 ⁴	—	Clinch V. D., 1st 5s, 1957...M&S	100	—
Kanaw. & M. & H.—1st, 4s, 1900. J&J	70	70	Mich. Div., 1st, 6s, 1924	100	100 ⁴	Debenture 6s, 1905...M&S	—	—
Kansas C. Br. 1st, 6s, 1916. J&J	115	118	1st, 6s, 1909...M&S	98	101	Nor'f' & Petersb., 2d, 8s, '93. J&J	108	—
Kan. C. Bridge Term.—1st, M.	100 ⁴	100 ⁴	2d M. Ser. B. Inc., 6s, 1917...A&O	124	—	So. Side, Va., ext. 5-6s...1900	102	—
Kan. C. Clinton Spr.—1st, 5s, 1922	115	120	2d M. Ser. B. Inc., 6s, 1917...A&O	120	—	do 2d M. ext. 5-6s...1900	102	—
K.C.C. & M. & M.—1st, 6s, 1928. M&N	113 ⁴	114	Mich. Consol.—1902...M&N	110	—	do 3d M. 6s, '96-1900. J&J	124	—
K.C.C. & Scottt. & G.—1st, 7s, 1908. J&A	115 ⁴	117 ⁴	1st, 6s, 1909...M&S	121 ⁴	—	Va. & Tenn., 4th M., 8s, 1900. J&J	124	128
Kan. C. M. & B.—1st, 5s, 1927. M&S	93 ⁴	93 ⁴	Conv. deb. 5s, 1907...F&A	98	100	do extended 5s, 1900...M&S	100 ⁴	—
K.C.C. & St. & C. B.—1st, 5s, 1927. M&S	103 ⁴	104	Ext. & Imp. s. f. g., 1923...F&A	114 ⁴	—	100-year mort. 5s, 1990...J&J	96 ⁴	98 ⁴
K.C.C. & St. & C. B.—1st, 5s, 1927. M&S	120	122	Mich. Div., 1st, 6s, 1924...J&J	100	100 ⁴	North. Pac. Coast 1st 6s...M&N	115 ⁴	113
Kan. C. W. & N.W.—1st, 5s, 1933. J&J	82	85	1st, 6s, 1923...M&S	98	101	North. Penn.—1st, 7s, 1896...M&N	121 ⁴	—
Ken. Cent. Ry.—Gold, 4s, 1987. J&J	83	83 ⁴	Ashland Div., 1st, 6s, 1923...M&S	65	65	Gen. mort., 7s, 1903...J&J	128 ⁴	—
Kentucky Un 1st M., 5s, 1928. J&J	103	103	1st, 6s, 1909...M&S	102	104	Debenture 6s, 1905...M&S	123 ⁴	—
Kookuk & Des M.—1st, 5s, 1923. A&O	103	103	St. P. E. & Gr. Tr'k, 1st, 6s, 1901...J&J	90	92	Northeast. S.C.—1st M., 8s, '99. M&S	122 ⁴	—
Kings Co. El.—1st, 4s, 1923. J&J	103	104	1st, 6s, 1910...J&J	111 ⁴	—	2d mort., 8s, 1899...J&J	122 ⁴	—
2d mort., 5s, 1938	—	—	Minn'p. & Pac. 1st, 5s, 1936...J&J	90	92	Northern Cal.—1st, 6s, 1907...J&J	119 ⁴	—
Fulton El.—1st, 5s, 1929...M&S	103 ⁴	103 ⁴	1st, 6s, 1913...J&J	103	103 ⁴	Consol. 5s, 1938...A&O	100	—
Kings & Pemb.—1st, 6s, 1912. J&J	120	122	2d mort., 7s, 1891...J&J	90	98	2d mort., 6s, 1900...A&O	117 ⁴	—
Lake E. & West.—1st, 5s, 1938. J&J	105	105	Southwest Ext.—1st, 7s, 1910. J&D	85	85	Con. mort., 6s, g., 1900...J&J	116 ⁴	—
Lake Shore Mich. So.—	—	—	Pacific Ext.—1st, 6s, 1921...A&O	87	100	Mort. bds., 5s, 1926, series A J&J	109 ⁴	—
Cl. P. & Ash., new 7s, 1892...A&O	105 ⁴	105 ⁴	1st, 6s, 1921...A&O	102	104	do series B	100 ⁴	—
Buff. & E., new bds. M., 7s, '98. A&O	115 ⁴	119	New incomes	48 ⁴	49 ⁴	Cons. M., 6s, 1904...J&J	104 ⁴	—
Divid. bonds, 7s, 1899...A&O	115 ⁴	121	Consolidated 1st 6s, 1920. Tr. rec. J&D	81 ⁴	84	Cent. Wash. N., 1st g., 1933. M&S	105	109
Lake Shore, cons., ep. 1st, 7s, '98. A&O	120	120	Consolidated 5s, 1920 Tr. rec. J&D	70	75	Consol. mort., 5s, 1989...J&D	105	107
do cons., ep. 2d, 7s, 1903	120	122	3d mortgage, 7s, 1906...M&N	110 ⁴	—	Gen. land gr., 2d, 6s, 1933...A&O	114 ⁴	—
Mahon, Coal RR 1st, 5s, 1934. J&J	123 ⁴	123 ⁴	Trust gold, 5s, 1917...M&S	115	—	Gen. land gr., 3d, 6s, 1937...J&D	111 ⁴	—
Lehigh Val.—1st, 6s, 1898...J&J	114	114	Col. trust, 5s, 1920...F&A	88	90	L. G. com., g., 5s, 1989...J&D	92 ⁴	—
Con. M., sterling, 6s, 1897...J&J	124	124	Lexington Div., 5s, 1920...F&A	105 ⁴	105 ⁴	Dividend scrip ext. 6s, 1907. J&J	103 ⁴	—
2d mort., 7s, 1910	136	136	Pac. of Mo., 1st, 6s, 1938...F&A	95 ⁴	97 ⁴	Pan' D'Oreille Div., 6s, 1919...M&S	105	—
Con. M., 6s, g., 1923 rec. J&D	134 ⁴	135 ⁴	2d 6s, 1891...F&A	100	102	Mo. Div., 6s, 1919...M&N	104 ⁴	—
Lch. V. Ry. 1st 4 ¹ 2s, g., 1940. rec. g.	103 ⁴	98 ⁴	2d 7s, 1891...F&A	100	102	Jame's Riv. Val.—1st g., 6s, '36. J&J	104 ⁴	—
Litchf. Car. & West. 1st, 6s, 16 ¹ 2' J&J	114 ⁴	114 ⁴	Ver'sy. Ind. & W. 1st, 6s, 1926 M&S	101 ⁴	101 ⁴	Spokane & Pal. 1st 6s, 1936. M&N	108	—
L. Miami—Renewal 5s, 1912. M&N	99 ⁴	99 ⁴	Leroy & C. Val., 1st 5s, 1926 J&J	101 ⁴	101 ⁴	Helena & Red Mt. 1st 6s, 1937. M&S	103 ⁴	—
L. Rock & F. L.—1st, 7s, 1905. J&J	72 ⁴	74 ⁴	Car. Br., 1st, 6s, g., 1938...A&O	102 ⁴	102 ⁴	Dul. & Man., 1st, 6s, 1936...J&J	107	108
Littl. R. & Mem.—1st, 5s, 1937. M&S	113 ⁴	115 ⁴	Mobile & O.—1st, 6s, g., 1927. J&D	113 ⁴	116	Con. mort., 6s, g., 1900...J&J	109 ⁴	110 ⁴
Cong. Island—1st, 7s, 1898. M&S	115	115	1st Extension 6s, 1927...Q—J&J	64 ⁴	63 ⁴	do 2d pref. debentures	—	—
1st consol. 5s, 1931...Q—J&J	112	112	2d pref. debentures	—	—	do 3d pref. debentures	—	—
Gen. M. & 4s, 1938	111	111	St. L. & Cairo—4s, guar., 1931. J&J	77	79	St. L. & Cairo—4s, guar., 1931. J&J	117 ⁴	—
E. H. & N. 1st 6s, 1919...J&J	113	114	Mont. & Eutauia, 1st, 6s, 1909...J&J	109 ⁴	110	do 4s, 1931...J&J	116 ⁴	—
Gen 1 mort., 6s, 1930	114	114	Morgan's Le. & Tex., 1st, 6s, 1920. J&J	109 ⁴	110	do 5s, 1932...J&J	109 ⁴	—
Lou'v. C. & Lex.—1st, 7s, '97. J&J	112	112	2d mort., 6s, 1901...J&J	110 ⁴	112 ⁴	Ohio River RR.—1st 5s, 1936. J&D	100 ⁴	—
2d mort., 7s, 1907	121	121	Consolidated gold 5s, 1929...A&O	110	114	Gen. gold, 5s, 1937...A&O	91	92
Mem. & O. St., 7s, g., 1901. J&J	114	114	Natchez Jack & Col.—1st, 6s, 1912	120 ⁴	123 ⁴	Ohio Southern—1st 6s, 1921...J&D	114 ⁴	—
do 2d, 6s, 1930	115	115	New Haven & Derby Cons., 5s, 1918	123 ⁴	123 ⁴	Gen. mort., 6s, 1921...J&D	67	—
E. H. & N. 1st 6s, 1919...J&J	114	114	Consol. 6s, 1st 7s, 1899...J&J	124	—	Gen. M. 4s, 1921...M&N	75	—
Gen 1 mort., 6s, 1930	115 ²	115 ²	Consol. 6s, 1909...A&O	100 ⁴	102 ⁴	Old Colony—6s, 1897...J&D	112 ⁴	112 ⁴
Lou'v. C. & Lex.—1st, 7s, '97. J&J	112	112	N. J. & Junction, 1st, 6s, 1938...F&A	103 ⁴	103 ⁴	1st Spring. Div., 7s, 1905. M&N	108 ⁴	—
2d mort., 7s, 1907	121	121	1st mort., 7s, 1918...J&J	120 ⁴	121 ⁴	1st gen., 5s, 1932...J&J	100 ⁴	—
Mem. & O. St., 7s, g., 1901. J&J	112	122	N. J. & Southern—1st, 6s, 1938...J&J	110 ⁴	112 ⁴	Ohio River RR.—1st 5s, 1936. J&D	91	92
M. & Clarksv., 8 ¹ 2s, g., 1902. F&A	111	111	do 6s, g., 1938...J&J	120 ⁴	123 ⁴	Cent. Wash. N., 1st g., 1933. M&S	104 ⁴	—
Pensacola Div.—1st, 6s, 1920...M&S	110	110	2d 6s, 1899...F&A	108	108	Consol. mort., 5s, 1989...J&D	94 ⁴	94 ⁴
St. Louis Div.—1st, 6s, 1921. M&N	115	115	2d 7s, 1899...F&A	104 ⁴	105 ^{4</}			

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS	Bid.	Ask.	RAILROAD AND MISCELL. BONDS.	Bid.	Ask.
Penn. RR.—(Continued)—			St. P. Minn. & Man.—1st 7s, 1909 J&J	111		Wabash—(Continued)—	109	
Penn. Co. 1st M., 4% ^{1/2} , 1921, R. & J.	106 ^{1/2}	107	2d 6s, 1909.....A&O	118		St. L. K. C. & N. (rest & R.), 7s, M&S	109	
Penn. & N. Y. Can.—1st, 7s, '96 J&D	114 ^{1/2}		Dak. Ext., 6s, 1910.....M&N	118		do St. Cha's Bridge, 6s, 1908	110	
1st mort., 7s, 1906.....J&D	129		1st consol. 6s, 1933.....J&J	117	119 ^{1/2}	do No. Mo., 1st, 1895.....J&J	112	113
& RR. consol. 4s, 1939.....A&O			1st consol., reduced to 4% ^{1/2}.....J&J	100 ^{1/2}		West Chester—Con. 7s, 1891.....A&O	103 ^{1/2}	104
Penn. & W.—5s, 1930.....J&J	104		Montana Ext., 1st, 4s, 1937 J&D	90		W. Jersey & At. 1st M., 6s, 1910 M&S	105	
Pa. P. & Balt.—1st, 6s, 1939 J&J			Montana Cent.—1st, 6s, 1937 J&J	119		West Jersey—1st, 6s, 1896.....J&J	108	
Pens. & Atlantic—1st, 6s, 1921 F&A			1st 118 ^{1/2}			1st M., 7s, 1899.....A&O	126	
Peo. Dec. & Ev.—1st, 6s, 1920 J&J			East'n. Minn., 1st, g., 5s, 1908 A&O	100 ^{1/2}		West Shore—Guar. 4s, 2361.....J&J	103 ^{1/2}	104
2d mortgage, 5s, 1926.....M&N	69		St. P. & No. Pac.—Gen. 6s, 1923 F&A	121	122 ^{1/2}	West Va. C. & Pitts.—1st, 6s, 1911 J&J	108 ^{1/2}	109
Evansville Div.—1st, 6s, 1920 M&F	101 ^{1/2}	105	San Ant. & A. Pass.—1st, 6s, 1916 J&J	70	71	West Va. & Pitts.—1st, 5s, 1900 A&O	105	106
Peoria & Eastern—Cens. 4s, 1940.	81	29 ^{1/2}	1st, 6s, 1926.....J&J	70 ^{1/2}	71	West' n Ala.—2d, 8s, guar. '90 A&O	100	
Income 4s, 1990.....			Sav. Am. & Mor. con. 6s, 1919 J&J	117	120	West' n Maryl.—3d en. 6s, 1900 J&J	120	
Peo. & Pekin Ur.—1st, 6s, 1921 Q—F	110 ^{1/2}		Sav. Fl. & W.—1st, 6s, 1934 A&O	110	112	2d m., 3s, g.—5s sc. 1927.....A&O	35	35 ^{1/2}
2d mort. 4% ^{1/2} , 1921.....M&N	67		1st 112			Warren & Frank., 1st, 7s, '96 F&A	107	
Perkiomen—1st ser. 5s, 1918 Q—J	102	103	At & Gulf, con. 7s, 1897.....J&J	110	112	W' n. Cal. Irla—Con. 6s, 1914 J&J	97	100
Petersburg—Class A, 5s, 1926 J&J	104	99	St. G. & Fla.—1st, 6s, 1899 M&N	112 ^{1/2}		West' n Penn.—1st M., 6s, '93 A&O	105	
Class B, 6s, 1926.....A&O	109	110	2d, 7s, 1899.....M&N	109 ^{1/2}		Pitts. Br., 1st, M., 6s, '96.....J&J	107 ^{1/2}	108
Phila. & E. Gen. guar., 6s, g., '20 J&J	125	127	Sicot, V. & N. E.—1st, g., 4s, 1899 F&A	79		Gold 4s, 1928.....J&D	102	
General 5s, 1920.....A&O	113 ^{1/2}		Seaboard & Roan.—6s, 1918 F&A			Wheeling & L. Erie—1st, 5s, 1926	102 ^{1/2}	
General 4s, 1920.....A&O	101		5a, coup., 1926.....J&J			Wheel. Div., 1st, 5s, 1928 J&J	100 ^{1/2}	
Sunb. & Erie—1st, 7s, '87, 1907 A&O	118 ^{1/2}		Seat. L. S. & E.—1st, gold, 6s, '31 F&A	105 ^{1/2}		Extens. and Imp. 5s, 1930 F&A	98	100
Phil. & Read' g—1st, 6s, 1910 J&J	120		sham. Sun. & Lew.—1st, 5s, 12 ^{1/2} M&N			Wilm. Col. & Aug., 6s, 1910 J&J	112	
2d, 7s, 1893.....A&O			Sham. V. & Potts.—7s, con. 1901 J&J			Wilm. & No. 1st, 5s, 1907-27 J&D		
Consol. M., 7s, 1911, reg. & ep. J&J	111 ^{1/2}	112	Shenan. Val.—1st, 7s, Tr. rec. A&O	122 ^{1/2}	125 ^{1/2}	Wilm. & Weldon—7s, g., 1896 J&J	116	117 ^{1/2}
Cons. 1 mort., 6s, 1911.....J&J	124	126	General M., 6s, 1921 Tr. rec. A&O	58		1st 5s, 1935.....J&J	109 ^{1/2}	111
Improvement, 6s, '96 J&O	105	107	Income, 6s, 1923.....20			Winona & W.—1st, 6s, g., 1928 A&O	53 ^{1/2}	54 ^{1/2}
Cons. 5s, 1st series, 1922.....M&N	99		1st con. gold, 5s, 1907.....J&J			Wiscon. Cent. Co.—1st, 5s, 1937 J&J	53	55
Deferred income 6s.....			So. Pac. Branch—6s, 1937.....A&O	113		Income, non-cum., 5s, 1937.....		
New gen. mort., 4s, 1958 J&J	81	82	So. Pac. Coast—1st, gu., 4s, 1937.....95			Worc. Nash. & R.—5s, '93-95 Var.	102 ^{1/2}	104
1st pref. inc., 5s, gold, 1958.....F	70 ^{1/2}	70 ^{1/2}	2d mort., 6s, 1931.....J&J			Nash. & Rock., guar., 5s, '94 A&O	102	104
3d pref. inc., 5s, gold, 1958.....F	52 ^{1/2}	53	Income 6s, 1931.....111 ^{1/2}			MISCELLANEOUS BONDS.		
Phil. Wil. & Balt.—6s, 1892 A&O	100 ^{1/2}	101	So. Pac. Ariz.—1st, 6s, 1909-10 J&J	105 ^{1/2}		Amer. Bell Teleph.—7s, 1898 F&A	112	112 ^{1/2}
6s, 1900.....A&O	110 ^{1/2}	111	So. Pac. Cal.—1st, 6s, g., 1905-12 A&O	116		Am. Water' w' Co.—1st, 6s, 1907 J&J	108	109
5s, 1910.....J&D	106	108	1st con., g., 5s, 1938.....A&O	100 ^{1/2}	101	1st con. gold, 5s, 1907.....J&J	99 ^{1/2}	100 ^{1/2}
Trust cert., 4s, 1922.....M&N	100 ^{1/2}		So. Pac. Branch—6s, 1937.....A&O	113		Amer. Steamship—6s, 1896 A&O	108	
Pied. & Cumb.—1st, 5s, 1911 F&A	101		So. Pac., N. M.—1st, 6s, 1911 J&J	105		Boston & Montana—7s, 15s, 1998 J&J	105	105 ^{1/2}
Pitts. C. & St. L.—1st, 7s, 1900 F&A	117		2d mort., 5s, 1926.....J&J	102		Boston United Gas—5s, 1939 J&J	92 ^{1/2}	93 ^{1/2}
Pitts. C. & Tol.—1st, 6s, 1922 A&O	112		Spok. Falls & N.—1st, 6s, g., 1939 J&J	100	101	2d, 5s, 1939.....J&J	81	81 ^{1/2}
Pitts. C. & Con'v'lly.—1st, 7s, '78, 1904 J&J	115 ^{1/2}		State L. & S.—1st, 6s, 1899 J&J	107		Canaba C' Min.—1st, 7s, 1907 J&J	106 ^{1/2}	
Sterling cons. 6s, g., guar. J&J	127	129	Stat. Isl. R. Tr.—1st, 6s, 1913 A&O	113	114	Ches. & Del. Can.—1st, 5s, 1916 J&J	80	
Pitts. F. & C.—1st, 7s, 1912 J&J	144		2d mort., 5s, g., 1926.....J&J	102		Ches. & Ohio Canal—6s, 1937 J&J	92 ^{1/2}	
2d mort., 7s, 1912.....Vai.			Stauben. & Ind.—1st, 5s, 1914 J&J	102		Colorado Coal & I.—6s, 1900 F&A	103	
3d mort., 7s, 1912.....A&O			2d mort., 5s, 1938, reg. ....M&N	88		Col. & Hock. C' & I.—6s, 1917 J&J	100	
Pitts. June, 1st, 6s, 1922 J&J	118		Sunb. Haz. & W.—1st, 5s, 1928 M&N	103 ^{1/2}		Comst'k Tun.—1st in, 4s, 1919 M&N	21	25
Terre Haute, 4s, 1922.....J&J	100 ^{1/2}		2d mort., 5s, 1938.....J&J	98		Consul. Gas, Balt.—6s, 1910 J&J		
Third Avenue, 5s, 1925 J&J	101		Sunb. & Lewis' ton, 7s, 1896 J&J	113		Consul. 5s, 1939.....J&J		
Terre Haute & Pitts.—1st, 6s, 1908 J&J	124		Susp. B. & Erie—1st, 7s, 1900 J&J	110		Consolid. Coal—Conv. 6s, 1897 J&J		
Port Royal & Aug.—1st, 6s, '99 J&J	105 ^{1/2}		Sabine Div.—1st, 6s, 1912.....M&S	108		Edison Elec. Ill. Co.—1sts, 5s, 1910	98 ^{1/2}	
Port's G. F. & Con., 4% ^{1/2} , 1937 J&D	105	105 ^{1/2}	Tex. & New Orleans—1st, 7s, F&A			Eq. G' & F., Chic.—1st, 6s, 1905 J&J	93	
Pres. Ariz. C.—1st, g., 1916, 1916 J&J	95		Sabine & Tex.—1st, 6s, 1905 M&S	108 ^{1/2}		Hackens'k Wat.—6s, 1926 J&J	105	
2d inc. 6s, 1916.....J&J	40		Tex. & P.—1st, 6s, 1916 J&J	107 ^{1/2}		Henderson Bridge—6s, 1931 M&S	110 ^{1/2}	
Prov. & Worces.—1st, 6s, 1897 A&O	110 ^{1/2}	112	1st gold, 5s, 2000.....M&S	90	92 ^{1/2}	Iron Steamboat Co.—6s, 1901 J&J	80	81
Raleigh & Gaston—8s, 1898 J&J	117		2d gold inc., 5s, 2000.....M&S	39	39 ^{1/2}	Laclede Gas, St. L.—5s, 1919 Q—F	80	
Pitts. Y. & Ash.—1st, 5s, 1927 M&N			Third Avenue 1st, 5s, 1937.....J&J	169 ^{1/2}		Lehigh C. & Nav.—M. 4 ^{1/2} , 1914 J&J	108 ^{1/2}	
Ashtabula & Pitts.—1st, 6s, 1908 J&J	115	115 ^{1/2}	1st, 2d, 6s, 1913.....J&J	108 ^{1/2}		RR. 6s, 1897.....Q—F	110 ^{1/2}	
Port Royal & Aug.—1st, 6s, '99 J&J	106	108	Tex. & New Orleans—1st, 7s, F&A			Convert. 6s, 1894.....M&S	108	
Income mort., 6s, 1899 J&J	105 ^{1/2}		Sabine Div.—1st, 6s, 1912.....M&S	108		Mott. 6s, 1898.....15 J&J	113 ^{1/2}	
Port's G. F. & Con.—1st, 6s, 1937 J&D	95		Tex. & P.—1st, 6s, 1905 M&S	108 ^{1/2}		Consol. mort. 7s, 1911 J&D	128 ^{1/2}	
Rich. F. & P.—Con. 4% ^{1/2} , 1940 A&O	100		1st gold, 5s, 2000.....M&S	90	92 ^{1/2}	Greenwood Tr. 7s, 1892 F&A	100	107
Rich. & Petersb.—6s, 1915 M&N	107		do gen., 5s, 1925.....M&S	39	39 ^{1/2}	Gen. mort. 4% ^{1/2} , 1924.....Q—F	80	
Rich. You. & Chos.—1st, 6s, 1894	110		do gen., 4s, 1929.....F&A	100		Man. Beach Imp.—Ld. 7s, 1909 M&S		
2d mort., 6s, 1900.....M&N	102	105	do gen., 4s, 1929.....F&A	104		Mut. Tel. Tel.—Skg. fd. 6s, 1911 M&N	103	
Rich. & West Pt. Ter.—6s, 1897 F&A	97 ^{1/2}	98 ^{1/2}	do gen., 4s, 1894.....M&S	106		Nat. St. R. M. Co.—1st, g., 20 M&N	101 ^{1/2}	
Con. col. trust, 1st, 6s, 1914 M&S	77 ^{1/2}	77 ^{1/2}	do gen., 4s, 1894.....M&S	108		New Eng. Telephone, 6s, 1899 A&O	104 ^{1/2}	105
Rio Grande West, 1st, 6s, 1939 J&J	74 ^{1/2}	74 ^{1/2}	do gen., 4s, 1928.....M&S	107 ^{1/2}		New Eng. Terminal, 5s, 1909 F&A	104 ^{1/2}	104 ^{1/2}
Rome & Carroll—1st, 6s, g., 1916	90		do gold, 5s, 2000.....M&S	90	92 ^{1/2}	New Orleans Pac.—1 and grants	23	26
RomeWater O.—8s, 1891 J&J	103 ^{1/2}		do gen., 4s, 1928.....F&A	102		Northw' n Telegraph—7s, 1904 J&J		
2d mort., 7s, 1892.....J&J			do gen., 4s, 1929.....F&A	104		Oregon Imp. Co.—1st, 6s, 1892 J&D	103 ^{1/2}	
Consol. extended 5s, 1922 A&O	100 ^{1/2}		do gen., 4s, 1929.....F&A	104		2d, do 1904.....J&D	94	98 ^{1/2}
Rutland—1st M., 6s, 1902 M&N	100 ^{1/2}		do gen., 4s, 1894.....M&S	106		Phila. Co.—1st, skg. fd. 6s, 1895 J&D	80 ^{1/2}	
Equipment, 2d, 35s, 1898 F&A	100 ^{1/2}	101	do gen., 4s, 1894.....M&S	124		Pot' psie Bridge—1st, 6s, 1936 F&A	135	140
St. Jo. & Gr. Isl'd—1st, 6s, g., 1925	107 ^{1/2}		do 1st, 6s, 1897.....J&J	111 ^{1/2}		St. L. B'dg. & Tun.—1st, 6s, 1928 A&O		
2d mort., incomes, 5s, 1925.....F&A	45		do 1st, 6s, 1898.....J&J	114 ^{1/2}		Tenn. Com. Inv. & R.		
Can. C. & Om.—1st, 5s, 1925 J&J	84	87 ^{1/2}	do 1st, 6s, 1899.....J&J	114 ^{1/2}		Tenn. div.—1st, 6s, 1917.....A&O	96 ^{1/2}	98
St. L. Alt. & T.H.—1st, M., 7s, '94 F&A	108		do 1st, 6s, 1933.....J&J	114 ^{1/2}		do 1st, 6s, 1917.....J&J	97 ^{1/2}	99
St. L. S. South.—1st, 6s, 1931 M&S	84	86	do 1st, 6s, 1933.....M&S	114 ^{1/2}		Wn. Un.—Deb. 7s, 1875-1900 M&N	114	
St. L. South, & Ark.—1st, g., 1932 M&S	40		do 1st, 6s, 1937.....M&S	118		Deben. 7s, 1884-1900.....M&N	112	
St. L. Ark. & Tex.—1st, 6s, 1931 J&D	80		do 1st, 6s, 1937.....M&S	114 ^{1/2}		Collat. trust, cur. 5s, 1938 J&J	99 ^{1/2}	
2d mort., 6s, 1936, all ass'ts'ls, J&D	88 ^{1/2}	99 ^{1/2}	do 1st, 6s, 1937.....M&S	115		STOCKS—RAILROAD.		
1st 4s, certs., when iss. used.....			do 1st, 6s, 1895.....M&N	100		Par.		
2d 4s, do do			do 1st, 6s, 1905.....F&A	94 ^{1/2}		Aba. Gt. South.—A., 6s, pref., 2 ¹⁰ to 10	10	10 ^{1/2}
St. L. Ark. & S. Fr.—2d 6s, class A, 1906 M&N	27		do 1st, 6s, 1905.....F&A	100		B, common.....2 ¹⁰ to 4 ^{1/2}	4	4 ^{1/2}
2d 6s, class C, 1906.....M&N	73 ^{1/2}	73 ^{1/2}	do 1st, 6s, 1905.....M&S	116		Aba. N. O. & Pac., & c., A, pref. 2 ¹⁰ to 12 ^{1/2}	2 ^{1/2}	3 ^{1/2}
1st m. & Mo. & W., 6s, 1919 F&A	108		do 1st, 6s, 1905.....M&S	116 ^{1/2}		do do B, pref. 2 ¹⁰ to 12 ^{1/2}	3	3 ^{1/2}
Col. Trust, 6s, 1920.....F&A	108 ^{1/2}	110 ^{1/2}	do 1st, 6s, 1905.....M&S	116 ^{1/2}		Alabama & Vicksburg.....37		
Equipment 7s, 1895 J&D	101		do 1st, 6s, 1905.....M&S	116 ^{1/2}		Albany & Susqueh., Guar., 7s, 100	171	
General mort., 6s, 1931 J&J	111		do 1st, 6s, 1905.....M&S	117		Atlanta & Charlotte Air Line—100	100	101
General mort., 5s, 1931 J&J	91	93	do 1st, 6s, 1905.....M&S	118		Atlanta & West Point—100	108	110 ^{1/2</sup}

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD STOCKS.	Bld.	Ask.	RAILROAD STOCKS.	Bld.	Ask.	MISCEL. STOCKS.	Bld.	Ask.	MISCEL. STOCKS.	Bld.	Ask.
Cent. of Georgia...100	121	123	L. Ev. & St. L. Pref.100	60	65	St. P. & Dul. ...Pref.100	93	97	Equitable .....100	127	130
Central Mass....100	20 ¹	20 ¹	Louisv. & Nashv....100	85 ⁵	85 ⁵	St. P. Minn. & Man.100	109	110	Mutual .....100	123	123
do pref. 100	43	43 ⁴	Louisv. N.A. & Chic.100	41 ²	43	Shore Line.....100	170 ¹	173 ¹	Standard Gas, pf.100	90	90
Cent. of N.J....100	122 ¹	123 ¹	Louis. St. L. & Tex.100	.....	34	South Carolina....100	3	4	Newton & Wat'n.100	x168	175
Central Ohio....50	53	.....	Louisville South'n.100	12	13	Southern Pac. Co.100	29	29 ¹	Phila. Co. Nat. Gas.50	62	63
do Pref.50	56	.....	Mahoning Coal RR.50	.....	.....	S'west. Ga., g'd.7.100	128	130	Pittsburg Gas Co....50	75	80
Central Pacific...100	31 ¹	33	do Pref.50	112	.....	Summit Branch.Pa.50	7	7 ¹	Portland, Me., G. L.50	75	80
Central of So. Car.50	87	57	Maine Central....100	155	157	Terre H. & Ind'n.ap.50	56	56	St. Louis, Laclede.100	19	20
Char. Col. & Aug.100	20	25	Man. & Law'ce....100	230	.....	Texas & Pacific...100	19 ¹	19 ¹	Salem, Mass....100	x113	118
Ches. & O.V. Tr're.100	21 ¹	21 ¹	Manhattan, con....100	106 ¹	108	Fol. Ann Arbor & N.M	39 ¹	39 ¹	San Francisco Gas ...	58	58
do 1st pf.100	59	62	Marq. H. & Ont.100	.....	15	Tol. & Ohio Cent'l.100	70	80	Wash'ton City G. L.20	x47	.....
do 2d pref.100	40	42	do Pref.100	87	95	do Pref.100	94	100	N.Y. & BR'KLYN	.....	.....
Cheeshire, pref....100	116	117	Massawippi....100	115	117	Tol. Peor. & West.100	17	19	HORSE RRS.	.....	.....
Chicago & Alton...100	125	134	Memp'ph. & Charl.25	.....	.....	To St. L. & K. City.100	18	20	(See Local Securities in	.....	.....
do pref.100	163	.....	Mexican Central...100	23 ¹	24	U. N. J. RR. & Co.100	229 ¹	229 ¹	CHRONICLE each w ^k,	.....	.....
Chic. & At. Ben. Tr're.	13 ¹	14	Mexican Nat. T.R.100	4	6	Union Pacific....100	58 ¹	59 ¹	except third of month)	.....	.....
Chic. Bur. & Nor.100	40	40	Michigan Cent....100	.....	96	U. Pac. Dan. & G. 100	32	32	TELEGRAPH.	.....	.....
Chic. & Quin.100	101 ¹	102	Mil. Lake S. & W.100	91	93	Utica & Black Riv.100	.....	.....	American District.100	33	33
do pref.100	90	92	do pref.100	109	111	Vt. & Mass., Is'd.6.100	140	140 ¹	Amer. Tel. & Cable.100	80 ¹	87
Chic. Mill. & St. P.100	70 ¹	70 ¹	Milwaukee & Nor.100	60	.....	Virginia Midland...100	53 ¹	54	Cent. & So. Am. Cable	100	104
do pref.100	117	118	Minneap. & St. L.50	54 ¹	7	Wabash RR....100	12	12 ¹	Commer'l Cable Co.100	100	104
do pref.100	143	144	do Pref.100	124 ¹	15	do Pref.100	254	25 ¹	Franklin.....100	25	33
Chic. R. I. & Pac.100	87 ¹	88	Mo. K. & T. allas, pd	19 ¹	20	Warr'n (N.J.)'s, d.7.50	90	92	Gold Stock....100	98	98
Chic. St. L. & P....15	15	17	P'd. cert's. W. I.100	26 ¹	27 ¹	West'w. N. w. ....50	92	92	Mexican.....100	200	210
do pref.100	37	43	Missouri Pacific....100	69 ¹	69 ¹	do pref. (Bos.) 50	86	86 ¹	Pacific & Atlantic....58	65	65
C. St. P. M. & O.com.100	31	32	Mobile & Ohio....100	21	22 ¹	West Jersey.....50	61	61 ¹	Postal Tel. & Cable....40	43	43
do pref.100	92	92	Morgan's La. & Tex.100	.....	.....	West'w. N. & Atlantic.25	42	42	Tel. & Telegraph.25	80	80
Chic. & West Mich.100	42 ¹	42 ¹	Morris & Ex'g. gu.7.50	.....	.....	Western Maryland.50	12 ¹	13 ¹	Western Union....100	82 ¹	82 ¹
Cin. Ham. & Day.100	107	110	Nashv. Chat. & St. L.25	100	105	Wheel. & L. E....100	37 ¹	38	TELEPHONE.	.....	.....
Cinc. N.O. & Pac.100	79 ¹	80 ¹	Nashv. & Lowell....100	200	205	do pref.100	100	100	American Bell....100	224 ¹	225
Cin. Sand. & Clev.50	50	27	Naugatuck.....109	248	250	do pref.100	100	100	Erie.....100	52 ¹	52 ¹
do pref.50	58 ¹	60	W'squehoning Vall'y.50	55 ¹	55 ¹	Wil. Columbia & A.100	107	110	Hudson River....100	35	42
Cin. & Springfield.50	1	.....	do 1st pref.100	70	71 ¹	Wilmington & Nor.50	.....	.....	Mexican.....100	80 ¹	90 ¹
Clev. A. & Col.100	37 ¹	37 ¹	do 2d pref.100	38	39	Wilm. & Weldon.7.100	.....	.....	N. Y. & New Jersey.100	100	102
Clev. & Canton.100	9	9 ¹	Y. Y. & Harlem....25	27 ¹	27 ¹	Divid'nd obligations	114	116	New England....100	52	52 ¹
do pref.100	25 ¹	26	Y. Y. & Lack. & West.100	113 ¹	113 ¹	Wisconsin Cent. Col.100	23 ¹	23 ¹	Tropical.....10 x1-30	1-40	1-40
Clev. C. & St. L.100	70	.....	Y. Y. & Erie & West.100	25 ¹	25 ¹	do pref.100	59	61	TRUST COS.	.....	.....
do pref.100	97	98 ¹	Y. Y. & St. L. new.100	16 ¹	17 ¹	Wor. Nash. & Roch.100	12 ¹	12 ¹	Am. Loan & Trust.100	110	115
Ch. & Pitt. guar.7.50	154 ¹	156	do 1st pref.100	70	71 ¹	do pref.100	100	100	Atlantic.....100	400	400
Col. & Green. pref.100	33	35	do 2d pref.100	38	39	do pref.100	100	100	Brooklyn Trust....100	420	420
Col. H. Val. & Tol.100	28 ¹	29 ¹	Y. Y. & Harlem....25	27 ¹	27 ¹	do pref.100	100	100	Central.....100	1300	1300
Col. Spring & Cin.100	18	20	Y. Y. & Lack. & West.100	113 ¹	113 ¹	do pref.100	100	100	Continental.....100	100	100
Col. & Xen. guar.8.50	.....	.....	Y. Y. & Erie & West.100	25 ¹	25 ¹	do pref.100	100	100	Farmers' Loan & Tr.25	716	716
Con. & Montreal.	.....	.....	Y. Y. & N. England.100	47 ¹	48	do pref.100	100	100	Franklin.....100	212	212
Cl. I. (B.C. & M.100	140	145	do Pref.100	64	.....	do pref.100	100	100	Holland.....100	205	212
Class IV. (Conc.)100	154	155	Y. Y. & N. England.100	47 ¹	48	do pref.100	100	100	Kings County.....100	100	100
Con. & Ports. gu.7.100	140	150	do Pref.100	119 ¹	120	do pref.100	100	100	Knickerbocker.....100	160	167 ¹
Conn. & Passump.100	119	119 ¹	Y. Y. N. H. & Hartf.100	255	265	do pref.100	100	100	Long Island....100	180	180
Connecticut River100	224 ¹	225 ¹	Y. Y. N. & North. com.100	.....	.....	Lehigh & Wilkesb. Coal.22	26	26	Manhattan.....100	130	130
Cons. of Vt. pref.100	41	43	do pref.100	100	.....	Marshall Coal. Col.100	14	14	Mercantile.....100	265	280
Current River.100	100	100	Y. Y. Out. & West.100	18 ¹	19 ¹	do pref.100	100	100	Metroplitan.....100	255	255
Danbury & Norw.k.50	108 ¹	111	Y. Y. Prov. & Bost.100	.....	.....	Minnesota Iron....100	85 ¹	88	New Central Coal.100	100	100
Day. & Mich. gu.50	76 ¹	79	Y. Y. Bsq. & West'n.100	7 ¹	7 ¹	do pref.100	100	100	N. Y. & Perry C. & L.100	9	12
Del. & Bound. Brook100	175	177	do Pref.100	31	33	do pref.100	100	100	Ontario Sil. Min'g.100	41	45 ¹
Delaware & Hrd.100	161	163	do pref.100	61 ¹	61 ¹	do pref.100	100	100	Pennsylvania Coal.200	300	300
Del. Lack. & West.50	11	12	do pref.100	50	86	do pref.100	100	100	Quicksilver Min'g.100	7	7 ¹
Del. & N. E. Engs.100	100	100	do pref.100	50	86	do pref.100	100	100	State.....100	180	190
Denv. & Rio Gr....100	55 ¹	55 ¹	do pref.100	50	50	do pref.100	100	100	United States....100	800	825
Des M. & Ft. D'ge100	6	7 ¹	do pref.100	30	30	do pref.100	100	100	Washington....100	175	175
do pref.100	30	30	do Pref.100	100	100	do pref.100	100	100	MISCELLANEOUS STOCKS AND TRUSTS.	.....	.....
Det. Bay City & A.100	.....	.....	do Pref.100	80 ¹	81 ¹	do pref.100	100	100	Adams Express....100	150	154
Det. Hills. & S. W.100	.....	.....	do Pref.100	179	180	do pref.100	100	100	Am. Bank Note Co.50	41	43
Det. Lan. & North.100	35	35	do Pref.100	100	100	do pref.100	100	100	American Cattle....14	14	15 ¹
Duluth S. S. & At.100	63 ¹	7 ¹	do Pref.100	20	22	do pref.100	100	100	Am. Cotton Oil....100	23	24 ¹
E. Tenn. Va. Ga.100	8 ¹	9 ¹	do Pref.100	100	100	do pref.100	100	100	Am. Gas. & Oil.50	62	64
do pref.100	73	22	do Pref.100	100	100	do pref.100	100	100	do Tr. rec.100	294 ¹	294 ¹
East Pennsylvania.50	.....	.....	do Pref.100	100	100	do pref.100	100	100	American Express....100	114	117
Eastern (Mass.)100	169 ¹	170	do Pref.100	100	100	do pref.100	100	100	Am. Pig Iron War.100	100	100
do Pref.100	147 ¹	148	do Pref.100	100	100	do pref.100	100	100	Aspinwall Land....10	8	8 ¹
Eastern N. H.100	109 ¹	110	do Pref.100	100	100	do pref.100	100	100	Boston Land....10	68 ¹	68 ¹
Eliz. Lex. & B. S.100	22	22	do Pref.100	100	100	do pref.100	100	100	Brooklyn Water Power....10	4	5
Elmira & W. N. w.50	.....	.....	do Pref.100	100	100	do pref.100	100	100	Brookline (Mass.)'s L.5	5	5 ¹
do Pref.100	50	50	do Pref.100	100	100	do pref.100	100	100	Brunswick Co....100	24 ¹	30
Evansville & T. H.50	121	126	do Pref.100	100	100	do pref.100	100	100	Cambria Iron....100	50	53 ⁴
Fitchburg, Pref....100	89 ¹	89 ¹	do Pref.100	100	100	do pref.100	100	100	Canton Co. (Balt.)....100	104	109
Flint & P'le Marq.100	20 ¹	20 ¹	do Pref.100	100	100	do pref.100	100	100	Hall'n Co. ....100	104	109
do pref.100	91 ¹	91 ¹	do Pref.100	100	100	do pref.100	100	100	do 1st pref.100	102	104 ¹
Fla. Cen. & Pen. V. T. Cer.100	6 ¹	6 ¹	do Pref.100	100	100	do pref.100	100	100	do 2d pref.100	102	104 ¹
do 1st pref.100	29	29	do Pref.100	100	100	do pref.100	100	100	Con. Kan. C. S. & R.25	145	145
Georgia Pacific....100	8	11	do Pref.100	100	100	do pref.100	100	100	Contin'l Con. & Imp. Co. ....10	7	9
Gr. RR. & B'g Co.100	200	205	do Pref.100	100	100	do pref.100	100	100	Cov. & Cm. Bridge.100	5	10
Gr. Rapids & Ind.100	3	8	do Pref.100	100	100	do pref.100	100	100	East Boston Land....10	37 ¹	40 ¹
Gr. T. North.100	80	82	do Pref.100	100	100	do pref.100	100	100	Frenchman's Bay Ld. ....10	6 ¹	6 ¹
Gr. B. W. & St. P....100	7	9	do Pref.100	100	100	do pref.100	100	100	Hackensack Water.25	100	100
do Pref.100	.....	.....	do Pref.100	100	100	do pref.100	100	100	do pref.25	102 ¹	102 ¹
Har. Por. Mt. J. & L.50	80	82	do Pref.100	100	100	do pref.100	100	100	Henderson Bridge.100	103	106
Hartl'l & Ct. West.100	53	58	do Pref.100	100	100	do pref.100	100	100	Illinois Steel ....100	100	100
Hous. & Tex. Cent.100	2	4	do Pref.100	100	100	do pref.100	100	100	Iron Steamboat....100	17	19 ¹
Hunting. & Br. Top.50	.....	.....	do Pref.100	100	100	do pref.100	100	100	K		

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONCLUDED.

For Explanation see Notes at Head of First Page of Quotations.

* Prices nominal; no late transactions.

[†] Boston bank quotations are all ex-dividend.

end. § Quotations per share

**Investment
AND
Railroad Intelligence.**

The INVESTORS' SUPPLEMENT, a pamphlet of 150 pages, contains extended tables of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., January, March, May, July, September and November, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others at \$1 per copy.

The General Quotations of Stocks and Bonds, occupying six pages of the CHRONICLE, are published on the third Saturday of each month.

RAILROAD EARNINGS.

ROADS.	Latest Earnings Reported.				Jan. 1 to Latest Date.					
	Week or Mo	1890.	1889.	1890.	1889.	Week or Mo	1890.	1889.	1890.	1889.
Ga. Car'la & No.	June	3,565	1,143	21,805	16,231					
Ga. RR. & B. Co.	June	107,501	93,437	831,373	792,551					
Geo. So. & Fla.	July	67,223	27,481	388,266	149,237					
Gr. Rap. & N. W.	1st wk Aug	59,973	53,934	1,564,932	1,345,069					
Ind. & Ft. W.	1st wk Aug	9,741	9,276	276,808	263,842					
Other lines	1st wk Aug	3,667	3,731	130,446	120,601					
Total all lines	1st wk Aug	73,421	66,945	1,972,236	1,729,512					
Grand Trunk	Wk Aug	379,727	400,916	11,776,363	11,477,735					
Chi. & N. W.	Wk Aug	63,165	74,424	2,181,641	1,994,711					
Det. Gr. H. & M.	Wk Aug	21,045	21,588	613,120	570,426					
Gr. B. W. & St. P.	June	27,201	23,181	171,016	135,414					
Gulf & Chicago	July	2,734	2,886	24,461	23,519					
Housatonic	June	130,518	97,719	715,097	517,798					
Humest'ns'kton	July	11,703	11,153	82,200	73,811					
Ill. Cen. (H. & S.)	June	1,000,753	1,053,757	6,705,598	6,430,829					
Cedar F. & Min.	June	7,098	7,519	41,898	43,842					
Dub. & St. L.	June	129,651	140,410	867,958	783,522					
Iowa lines	June	136,749	147,929	903,556	827,364					
Total all lines	June	1,137,502	1,201,66	7,615,151	7,258,193					
Ind. Dec. & West	July	41,220	30,213	246,310	207,884					
Interoc'ne (Mx)	May	137,000	90,174	653,402	423,975					
Iowa Central	1st wk Aug	23,681	23,155	897,705	808,095					
Iron Railway	July	2,620	3,034	22,012	24,566					
J'k'n'v. T. & K. W.	June	35,233	29,530	311,927	209,030					
Kanawha & Mich	1st wk J'ly	10,712	7,526	179,066	147,594					
Kan. C. & L.	3d wk July	5,262	3,963							
K. C. F. S. & Men.	3d wk July	74,578	74,130	2,553,863	2,164,664					
K. C. M. Mem. & B.	4th wk J'ly	27,684	24,123	657,285	522,564					
Kentucky Cent	July	85,386	91,139	561,691	544,307					
Keokuk & West	1st wk Aug	6,847	8,070	193,780	187,560					
Kingst'n & Pein	1st wk Aug	3,439	2,934	100,183	113,611					
Knox & Lincoln	May	17,357	12,598	77,605	62,572					
Knox, Cunn. & L.	July	11,630	-----							
L. Erie All. & L.	July	5,801	4,556	36,760	34,296					
L. Erie & West	1st wk Aug	67,734	61,324	1,751,079	1,589,071					
Lehigh & Hud.	July	29,471	29,383	191,580	150,458					
L. Rock & Me'm.	1st wk J'ly	14,812	10,151	233,944	321,291					
Long Island	July	499,935	444,117	2,107,431	1,877,274					
Louis. Mo. Riv.	May	33,195	32,952	171,872	155,348					
Louis. Ev. & St. L.	1st wk Aug	33,171	21,330	693,549	651,630					
Louis. & Nashv.	1st wk Aug	371,135	31,003	11,054,966	10,981,728					
Louis. N. A. & Ch.	1st wk J'ly	86,429	68,966	1,40,449	1,316,017					
Louis. N. A. & Cor.	June	1,350	921	6,539	5,555					
Louis. N. O. & T.	1st wk Aug	47,196	36,756	1,516,348	1,418,931					
Louis. St. L. & Tex.	1st wk Aug	7,423	6,723	224,119	-----					
Louis. South'n	July	43,151	32,678	-----						
Lynch & Dur'w.	July	9,200	1,970	48,777	-----					
Memphis & Chas.	4th wk J'ly	38,374	37,698	1,008,642	936,215					
Mex. National	1st wk Aug	94,013	108,480	3,755,372	3,697,982					
Mex. National	1st wk Aug	63,958	64,827	2,205,525	2,202,253					
Mil. L. Sh. & West	1st wk Aug	81,691	83,755	2,201,178	1,948,624					
Mineral Range	July	30,450	22,748	897,794	667,956					
Minneapolis & No.	1st wk Aug	11,644	10,242	66,201	61,830					
Minneapolis & St. L.	July	119,800	120,474	770,365	711,854					
M. St. P. & S. S. M.	July	162,788	17,611	1,105,472	751,685					
Mo. Kan. & Tex.	July	610,735	626,134	4,254,493	3,898,497					
Mobile & Ohio	July	237,193	207,300	1,814,703	1,683,048					
Monterey & G. M.	June	42,149	29,818	208,918	-----					
Nash. Ch. & St. L.	July	311,167	299,279	2,050,033	1,964,110					
Nat. Red R. & T.	July	2,140	1,446	13,965	14,852					
New Brunswick	May	76,927	71,322	375,857	345,153					
N. Jersey & N. Y.	June	22,633	20,182	120,471	107,443					
New Owl. & Gulf	July	8,752	10,576	82,907	92,739					
N. Y. C. & H. R.	July	3,004,827	2,951,919	20,736,777	19,732,064					
N. Y. I. E. & W.	June	2,426,790	2,311,604	13,724,377	12,196,582					
N. Y. Pa. & Olde	June	533,150	549,128	3,402,515	2,915,192					
N. Y. & N. Eng.	June	514,832	479,880	2,798,295	2,599,108					
N. Y. & N.orth'n	July	44,405	55,153	307,091	329,127					
N. Y. Ont. & W. a.	1st wk Aug	59,773	46,579	1,217,252	1,665,388					
N. Y. Susq. & W.	June	150,654	116,180	714,361	609,932					
Norfolk & West	1st wk Aug	157,257	125,938	4,077,810	3,377,992					
N'th'east'n (S. C.)	July	41,912	32,274	386,913	328,115					
North'n Central	June	514,852	416,553	3,258,944	2,751,301					
Northern Pacific	1st wk Aug	45,053	43,324	12,316,750	11,465,245					
Ohio & Miss.	1st wk Aug	98,875	98,675	2,370,907	2,338,455					
Ohio & Northw.	July	21,245	19,400	119,918	115,695					
Col. & Maysv.	July	924	888	5,205	6,276					
Ohio River	1st wk Aug	16,761	15,436	371,843	311,365					
Ohio Southern	July	39,754	32,716	292,385	277,710					
Oil & Val. of Ky.	1st wk Aug	4,610	3,731	127,256	82,911					
Omaha & St. L.	June	45,082	39,052	303,768	221,359					
Oregon Imp. Co.	June	385,229	343,809	2,03,747	1,986,849					
Pennsylvania	June	5,172,000	3,931,020	31,955,153	25,004,238					
Peoria Dec. & Elv.	1st wk Aug	16,658	14,862	3,434,171	416,019					
Petersburg	June	47,768	38,543	283,930	252,568					
Phila. & Erie	June	417,353	318,926	2,434,157	1,960,736					
Phila. & Read'y	June	1,602,403	1,670,03	4,717,843	4,869,870					
Coal & Iron Co.	June	477,476	369,534	3,00,850	2,631,866					
Pitts. Cin. & St. L.	June	2,833	2,109	20,867	11,457					
Pitts. Mar. & Ch. J.	July	128,067	122,805	582,039	564,719					
Pitts. Clev. & T. May	July	39,525	50,337	194,146	203,600					
Pitts. Pain. & F. May	July	28,703	31,967	1,54,546	1,123,273					
Total system	1st wk Aug	38,219	47,253	1,392,031	1,299,535					
Pitts. Young & J. A.	June	120,319	96,789	671,174	505,815					
Pt. Royal & Aug.	June	13,252	14,675	165,788	152,026					
Pt. Roy. & W. Car.	June	20,722	17,496	194,753	179,249					
Pres. & Oz. & C. C.	July	13,957	9,149	73,874	75,0					
Rich & Dan'l. C.	July	20,237	17,447	135,143	140,1					
Vir. Midland	July	427,000	401,900	3,252,191	3,060,738					
Char. Col. & Au.	July	27,100	192,800	1,277,465	1,149,411					
Col. & Greenb.	July	77,075	75,174	515,645	488,720					
West. No. Car.	July	48,950	45,892	382,579	383,579					
Georgia Pac.	July	37,275	62,288	533,183	502,066					
1st wk Aug	129,700	105,925	978,192	731,792						
Wash. O. & W.	July	11,775	11,646	71,773	62,022					
Ash. & Sparta	July	10,475	10,117	73,238	64,914					
Total Sys'm	1st wk Aug	237,650	227,825	7,417,629	6,611,067					
St. L. Midland	July	31,531	23,742	17,637	14,363					
St. Paul & Pet. W.	July	31,750	25,150	933,295	812,545					
Rome & Decatur	May	8,200	4,750	4,20,500	21,230					
Rome W. & Dec.	June	329,963	284,379	1,871,187	1,539,283					
Sag. Tuseo & H.	July	10,895	11,525	5,1787	6,204					
St. L. A. & T. H. B.	1st wk Aug	23,090	17,887	707,299	579,700					
St. L. Dec. M. & T.	1st wk Aug	71,000	66,700	2,095,582	1,774,046					
St. L. Dec. M. & T.	July	12,571	5,937	59,621	32,995					
St. Paul & Dul'th	June	139,625	122,154	761,467	631,023					
St. P. Min. & Man.	July	746,328	638,699	4,636,366	3,636,601					
East. of Minn.	July	60,768	44,938	31,921	163,032					
Montana Cen.	July	10,342	84,388	589,148	453,799					
Total S. Cen.	July	910,518	768,026	5,533,736	4,544,333					
S. Ant. & Gr. Pass.	4th wk J'ly	29,307	16,666	84,449	631,187					
St. Fran. & W. C.	3d wk J'ly	17,306	18,665							

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.		1st week of August.	1890.	1889.	Increase.	Decrease.	
	Week or Mo.	1890.	1889.	1890.	1889.					
Scioto Val. & N. E.	July.	58,684	53,511	380,853	353,899					
Shenandoah Va.	July.	114,000	87,794	708,193	480,665					
South Carolina	July.	105,000	96,661	798,313	723,434					
Spar. Un. & Co.	June	7,865	6,843	58,144	55,239					
So. Pacific Co.										
Gal. Har. & S. A.	June	303,304	284,681	1,948,047	1,800,429					
Louis. & West.	June	87,666	78,577	533,445	439,834					
Morgan's L&T.	June	417,117	315,367	2,526,773	2,386,920					
N. Y. T. & Mex.	June	15,448	12,703	83,582	64,750					
Tex. & N. Or.	June	140,425	132,289	852,133	749,080					
Atlantic sys'n	June	963,959	823,616	5,975,979	5,491,031					
Pacific system	June	2,931,782	2,841,152	15,587,586	15,769,784					
Total of all.	June	3,895,742	3,664,769	21,566,563	21,260,815					
So. Pac. RR.										
No. Div. (Cal.)	June	210,405	189,246	999,867	948,262					
So. Div. (Cal.)	June	508,714	495,591	3,022,073	2,960,363					
Arizona Div.	June	157,311	127,256	1,012,436	936,737					
New Mex. Div.	June	77,630	67,813	532,003	484,832					
Staten I. Rap. T.	July	117,148	111,630	422,331	405,341					
Summit Branch	June	103,358	91,515	463,434	581,494					
Lykens Valley	June	100,552	32,037	461,505	402,708					
Tal. & Coosa Val.	July	6,455	5,9	45,805	38,049					
Tenn. Midland.	July	18,713	12,109	114,489	97,745					
Texas & Pacific	1st wk Aug.	115,729	108,825	3,863,092	3,508,909					
Tol. A. & N. M.	1st wk Aug.	22,447	16,323	67,360	549,138					
Tol. Col. & Cin.	1st wk Aug.	6,292	4,624	182,584	140,927					
Tol. & Ohio Cent.	1st wk Aug.	35,060	23,835	837,777	658,027					
Tol. & O. Cen. Ex.	July	9,130	8,970	59,628	54,200					
Tol. P. & West.	1st wk Aug.	17,541	17,134	532,628	515,888					
Tol. St. L. & K. C.	1st wk Aug.	34,675	33,540	887,352	513,132					
Tol. & So. Haven.	July	2,300	1,986	14,125	11,544					
Ulster & Del.	June	33,398	26,495	-----	-----					
Union Pacific.										
Or. S. L. & U. N.	June	671,512	563,500	3,523,560	2,858,737					
Or. Ry. & N. Co.	June	438,734	404,823	1,866,365	1,967,198					
St. Jo. & G'd Isl.	1st wk Aug.	30,686	32,686	884,812	662,217					
Un. Pac. D. & G.	June	523,543	3-5589	2,634,647	2,000,627					
All other lines.	June	2,036,082	1,880,978	11,132,074	9,531,142					
Tot. U. P. S. Sys.	June	2,793,862	3,329,198	19,901,750	16,904,346					
Cent. Br. & L. L.	June	73,603	53,121	584,122	329,795					
Tot. conf'ld.	June	3,867,465	3,382,308	20,485,872	17,234,142					
Montana Un.	May	73,265	61,033	343,363	279,932					
Leav. Top. & S.	May	2,629	2,818	12,577	11,861					
Man. Al. & Bur.	May	3,285	2,562	13,961	12,952					
Joint own'd.	June	42,612	34,391	230,063	186,766					
Grand total.	June	3,910,077	3,416,699	20,715,935	17,420,907					
Vermont Valley.	June	15,580	14,888	86,046	82,711					
Wabash.	1st wk Aug.	254,000	273,900	7,436,985	7,114,985					
Western of Ala.	July	36,322	29,011	288,133	277,581					
West Jersey.	June	141,715	132,276	700,702	629,110					
W. V. Cen. & Pitts.	July	88,937	72,837	512,516	417,411					
West. N. Y. & Pa.	1st wk Aug.	77,000	81,300	2,096,444	1,911,971					
Wheeling & L. E.	1st wk Aug.	22,374	16,693	67,2761	511,123					
Wil. Col. & L. E.	June	59,285	52,961	492,871	439,684					
Wisconsin Cen.	1st wk Aug.	101,637	84,664	2,917,232	2,238,790					
Wrightsv. & Ten.	June	5,725	4,962	41,203	36,053					
* Ft. Wayne Cin. & Louisville included for both years since July 1.										
A new coal extension operated since July 21 in 1890 and Utica Clin.-ton & Bing. included for both years since July 1										
† Whole system. : Mexican currency. o Main Line.										
Latest Gross Earnings by Weeks. —The latest weekly earnings in the foregoing table are separately summed up as follows:										
On 70 roads which have reported for the first week of August the gain is 7.60 per cent.										
1st week of August.	1890.	1889.	Increase.	Decrease.	1st week of August.	1890.	1889.	Increase.	Decrease.	
	\$	\$	\$	\$		\$	\$	\$	\$	
At. Top. & S. F. & I'd roads	567,745	469,239	98,506	-----	Buff. Rock. & Pitts. June.	198,508	147,467	70,330	33,594	
St. Louis & S. Francisco.	145,557	132,574	12,983	-----	Jan. 1 to June 30...	975,705	944,773	246,773	241,401	
Balt. & Ohio Southw.	47,011	48,990	-----	Oct. 1 to June 30...	1,472,927	1,514,894	488,783	448,954		
Buffalo Rock. & Pitts.	44,098	40,734	3,364	-----	Cape F. & Yad. Val. July.	42,581	27,243	14,880	7,787	
Canadian Pacific.	327,000	305,000	22,000	-----	Jan. 1 to July 31...	291,127	217,553	116,260	94,275	
*Cent. Vermont (Tot. sys.)	99,599	95,320	4,279	-----	Clev. Cin. Ch. & L. June.	1,135,374	1,123,706	416,482	396,941	
Chesapeake & Ohio.	155,121	146,971	8,150	-----	Jan. 1 to June 30...	6,330,724	5,993,456	2,230,692	1,896,936	
Chicago & Atlantic.	43,338	49,171	-----	July 1 to June 30...	12,836,714	12,002,216	4,551,291	4,020,851		
Chicago & East. Illinois.	74,229	58,408	15,821	-----	Nash. Chatt. & St. L. July.	341,167	299,209	144,586	118,382	
Chicago Mil. & St. Paul.	498,000	455,702	42,208	-----	Jan. 1 to July 31...	2,050,803	1,964,110	796,552	784,776	
Chicago St. P. & Kan. C.	79,880	66,131	13,749	-----	Pr'scott & Ariz. Cent. July.	13,957	9,149	11,006	5,820	
Chicago & West. Michigan.	29,357	25,893	3,464	-----	Jan. 1 to July 31...	73,874	75,046	48,682	48,919	
Cincinnati Jack. & Mack.	13,207	13,693	-----	All other lines... June.	2,036,082	1,880,978	806,422	919,301		
Cin. Wabash & Mich.	12,769	10,859	1,910	-----	Jan. 1 to June 30...	9,331,142	3,627,072	3,518,008		
Cleve. Cin. Chic. & St. L.	239,235	235,826	3,409	-----	Total Un. Pac. Sys. June.	3,793,862	3,329,187	1,516,705	1,494,786	
Peoria & Eastern.	24,476	23,731	-----	Jan. 1 to June 30...	19,901,750	16,904,346	5,898,578	5,840,308		
Colorado Midland.	36,900	30,974	5,926	-----	Cent. Br. & Leas. L. June.	73,603	53,121	6,183	4,286	
Denver & Rio Grande.	186,500	162,000	24,500	-----	Jan. 1 to June 30...	584,122	329,795	187,910	47,915	
Detroit Lans. & North.	22,852	19,779	3,103	-----	Total controlled. June.	3,867,465	3,382,308	1,522,888	1,499,072	
Duluth So. Sh. & Atlantic.	54,379	48,942	5,437	-----	Jan. 1 to June 30...	20,485,872	17,234,141	6,086,486	5,888,223	
Evans. & Indianapolis.	7,069	7,521	-----	----- Roads jointly owned.						
Evans. & Terre Haute.	26,152	23,235	2,957	-----	One-half. June.	42,612	34,391	9,215	7,653	
Flint & Pere Marquette.	49,959	40,243	9,716	-----	Jan. 1 to June 30...	230,063	186,766	35,052	def. 58,537	
Grand Rapids & Indiana.	59,973	53,938	6,035	-----	Grand total. June.	3,910,077	3,416,699	1,532,103	1,491,419	
Cincinnati R. & Ft. W.	9,781	9,276	505	-----	Jan. 1 to June 30...	20,715,935	17,420,907	6,051,434	5,829,386	
*Grand Trunk of Canada.	379,727	400,946	-----	----- Roads jointly owned.						
Iowa Central.	26,681	26,125	556	-----	One-half. June.	42,612	34,391	9,215	7,653	
Kingston & Pembroke.	6,847	8,070	-----	Jan. 1 to June 30...	230,063	186,766	35,052	def. 58,537		
Lake Erie & Western.	67,734	64,324	3,410	-----	Grand total. June.	3,910,077	3,416,699	1,532,103	1,491,419	
Louis. Evansy. & St. L.	33,174	21,330	11,844	-----	Jan. 1 to June 30...	20,715,935	17,420,907	6,051,434	5,829,386	
Louisville & Nashville.	371,135	341,093	30,042	-----	ANNUAL REPORTS.					
Louis. N. O. & Texas.	47,196	36,756	10,443	-----	San Francisco & North Pacific Railway.					
Louisville St. L. & Texas.	7,423	6,725	696	-----	(For the year ending June 30, 1890.)					
Mexican Central.	94,013	108,450	-----	14,467						
Mexican National.	63,958	64,827	-----	869						
Milwaukee L. Sh. & West.	81,691	83,755	-----	2,064						
Milwaukee & Northern.	30,450	22,748	7,702	-----	The first annual report of this company says that the San Francisco & North Pacific Railway Company was formed on the 19th of March, 1889, by the transfer to it of certain property by the following companies: San Francisco & San Rafael R. R. Co., San Francisco & North Pacific R. R. Co., Sonoma Valley R. R. Co., Marin & Napa R. R. Co., Cloverdale & Ukiah R. R. Co. The main line extends from Point Tiburon to Ukiah, a distance of 106 miles. And the branch lines are:					
New York Ont. & West.	59,773	46,579	13,194	-----						
Norfolk & Western.	157,205	125,938	31,267	-----						
Northern Pacific.	465,038	453,324	11,714	-----						
Ohio & Mississippi.	98,587	98,675	-----	88						
Ohio River.	16,761	15,436	1,325	-----						
Ohio Val. of Kentucky.	4,610	3,731	879	-----						
Pearl Dec. & Evans.	16,658	14,862	1,796	-----						
Pittsburg & Western.	38,219	47,253	-----	9,034						
Rich. & Dany. (8 roads)	237,650	227,825	29,825	-----						
Rio Grande Western.	31,750	25,150	6,600	-----						
St. Joseph & Gr. Island.	30,86	32,686	-----	2,006						
St. L. Alt. & T. H. Breches.	23,090	17,837	5,253	-----						
St. Louis Ark. & Texas.	71,000	66,700	4,300	-----						
Seattle L. S. & Eastern.	9,990	7,653	2,337	-----						

Donahue to junction with main line.....	5·76 miles
Fulton to Guerneville.....	17·61 "
Santa Rosa to Sebastopol.....	6·25 "
Ignacio to Glen Ellen.....	26·63 "
Making a total of.....	162·25 "

There has also been expended and charged to capital account during the year the following: For new rolling stock, \$3,823; for new tools and machinery, \$1,397; for new sidings, \$5,908; for completing Cloverdale and Ukiah branch, \$15,591; for new buildings, \$2,584; miscellaneous, \$2,441; total, \$31,745.

An addition was made to the property during the year by the purchase of 2·12 miles of track below Guerneville, which has cost \$36,336. An extension was also made from Santa Rosa to Sebastopol, a distance of 6·25 miles, at a cost of \$106,254.

The company commenced its operations on March 19, 1889, and the earnings from that period to June 30, 1889, were \$220,263 gross and \$77,884 net. The following table shows the earnings and expenses of the company for the fiscal year ending June 30, 1890.

EARNINGS AND EXPENSES.	
<i>Earnings—</i>	<i>Expenses—</i>
From passengers.....	\$380,454
Do. freight.....	329,070
Do. mail.....	12,382
Do. expressage.....	14,920
Do. rental.....	12,101
Do. miscellaneous.....	6,363
Total.....	\$755,293
Net earnings for the year.....	\$253,510
<i>Deduct.</i>	
For taxes.....	\$24,000
For interest on first mortgage bonds.....	202,778
For sinking fund.....	20,000
Total.....	251,778
Surplus revenue.....	\$1,731

The San Francisco & North Pacific Railway Company issued \$6,000,000 capital stock and \$4,000,000 first mortgage five per cent bonds, due January 1, 1919, with interest payable on the first days of January and July respectively. The mortgage further provides for an additional new issue of \$500,000 on extensions, and provision is also made for a sinking fund of \$25,000 per annum. Of the \$500,000 bonds provided for additional extensions there have been issued in the purchase of the Guerneville extension \$50,000, and for the building of the Sebastopol extension \$150,000, leaving \$300,000 still unissued.

GENERAL INVESTMENT NEWS.

Atchison Topeka & Santa Fe.—This company gives notice that the board of directors having declared that the income bonds are entitled to $\frac{3}{4}$ per cent interest, in full, from result of operations for the income period covered by coupon No. 1, ended June 30, 1890, such interest will be paid on and after Sept. 1 prox., at the office of National Bank of North America, Boston; Union Trust Company, New York; Baring Brothers & Company, London. Holders of coupon scrip of the above bond issue entitled to interest Sept. 1 should present their scrip certificates, with coupons attached, for collection of interest, cancellation of the coupons and endorsement of the certificates at the offices making the payments.

—In a review of the past year, furnished to the *Boston News Bureau*, Mr. J. W. Reinhart gave the following important summary:

"When the present management began the fiscal year just closed, it had already made great strides in carrying out its determined policy. Railway lines, working separately, were consolidated, and official work and working organizations concentrated, and during the fiscal year further important amalgamations and reductions of unnecessary forces were brought about.

"To better illustrate, it is only necessary to say here that before the consolidations were effected between Chicago and Topeka, Kan., via St. Joseph, Mo., and Atchison, Kan., a distance of 5·1 miles, there were three separate and distinct organizations, with their separate offices, officials and policies. Now there is but one."

"The effect of working out this policy is best shown in the steady increase of gross earnings and the appreciable saving therefrom in net earnings."

"January, 1889, the mileage of the system was 7,115; July, 1889, 7,112, and July, 1890, 7,110 miles. These decreases are brought about by shortening junction connections. These figures affirm the position of the management, that they are operating and not constructing.

"The effect of the policy adopted began to show materially in August, 1889, as these figures of increase of gross and net earnings eloquently and truthfully demonstrate:

	Gross.	Per cent.	Net.	Per cent.
August, 1889.....	\$98,617	4	\$265,397	46
September.....	148,477	6	278,982	40
October.....	197,107	7	406,899	45
November.....	216,794	8	261,772	32
December.....	156,452	6	231,369	28
January, 1890.....	299,987	15	294,441	76
February.....	356,340	19	265,637	69
March.....	670,269	34	518,257	147
April.....	354,707	15	188,365	34
May.....	757,251	34	230,320	35
June.....	429,344	20	244,057	79
July (approximate).....	471,419	23	.....	...

"The figures for July, actual gross and net, are not yet ready, but they will undoubtedly sustain their pro rata of percentages of gain, as indicated from the approximates.

"All these things produced just what was expected, and this statement of operations for the fiscal year ended June 30, 1890, is the verification:

Gross earnings.....	\$31,004,357
Operating expenses.....	20,920,488

Net earnings..... \$10,083,869

	Increase over previous fiscal year.	Per cent.
Gross earnings.....	\$3,431,488	12·4
Operating expenses.....	120,010	6
Net earnings.....	\$3,311,478	49·0

"With the revenues from various sources outside of operations of the railway lines, a dividend of 23 per cent for the nine months, or first operating period of a fiscal year under the re-adjustment of the company's finance, on the income bonds, or \$2,200,000, was declared, and a surplus of over \$200,000 produced.

"It is proper to state here that these results, in view of the fact of the provision of a large amount of cash under the plan of reorganization for the proper completion of new lines and improvement of old do not include any money which have been applied in payment for any property accounts. Ordinarily a surplus account represents on the other side of the balance sheet expenditures in plant, but in respect to the statement of the Atchison earnings this is not the case.

"The rolling stock of the company is in first shape, and additions are constantly being made to that already owned. You can pick out Atchison cars in any large railway yard in any part of the country, and they will always be found to be in the rank of first class.

"In addition to the large expenditures for shaping up the railway tracks and fixed structures which have been made from the special fund provided under the reorganization, the earnings of the company have borne their share of charges for repairs, which have been heavier this year than last.

"The outlook for traffic is that there is a heavier tonnage expected for the current fiscal year just entered than the last. July, the first month, makes its start in a demonstrative manner. Judge of this by the earnings of other roads as well as Atchison. They are all doing well, and they cannot do otherwise when they have such a vast expansion of new country, the growth of which is never at a standstill, behind them.

"I know of no better way to answer you as to the effect of a bad corn crop in Kansas on Atchison earnings than to give you figures.

"The Kansas corn crop of 1889 is said to have been the greatest ever known. This grain does not move in the year in which it is produced. The largest gross earnings in the history of the Atchison company were those of October, 1889, when they reached \$3,040,758. There were certainly no earnings from 1889 corn in these figures.

"I bear in mind the well-known fact that corn was so cheap and so plentiful last year in Kansas that during the winter it was used as a fuel largely, and such of it as the railroads carried afterward was taken at 'emergency' rates, which meant very little profit, if any, to the railroads in carrying it."

"The advantages derived from the St. Louis & San Francisco purchase are many, and should not be underestimated, and this property, besides taking care of itself, will furnish the Atchison lines a vast traffic not had before the acquisition.

"As may be observed, the 'Frisco' road is increasing its gross earnings handsomely, and its expenses are being reduced. It takes care of its own finances, and is in every way a benefit to Atchison stock value."

Baltimore Enterprises.—A dispatch from Baltimore to the *New York Times* says: "A great deal of important construction is in progress in and around Baltimore. The street-car magnates of Philadelphia are spending several million dollars in a cable line six miles long. The Bell Telephone Company is finishing its system of underground wires at a cost of \$2,000,000. The Northern Central is spending \$500,000 in enlarging its facilities here, and more will be spent on two new grain elevators.

"The Belt Line, which will tunnel the city and give the Baltimore & Ohio Railroad rapid transit and shorten its time to New York twenty minutes, will be formally inaugurated next month. Invitations to contractors for bids are out. The work means an entirely new system of stations and freight yards, and the expenditure will be from \$5,000,000 to \$10,000,000. The Western Maryland Railroad will build its new line through the city to deep water at a cost of about \$2,500,000."

"The announcement that the Baltimore Belt Railroad loan of \$6,000,000 at 5 per cent, indorsed by the Baltimore & Ohio, has been taken by Messrs. Alexander Brown & Sons, is now followed with the notice for a meeting of the Western Maryland Tidewater Railroad Company stockholders August 27, to put that enterprise into formal shape. The placing of the loan for that work has been talked of for some time in financial circles. The amount has been named at about \$4,000,000.—*Baltimore Sun*.

Bankers' & Merchants' Telegraph.—This company was sold out this week in the suit brought by the Farmers' Loan & Trust Company and purchased by Mr. Robt. G. Ingersoll for \$390,000.

Boston & Albany.—A proposition to increase the capital stock of the Boston & Albany Railroad Company \$5,000,000 is to be submitted to the shareholders at the annual meeting of that company, to be held the latter part of September, in Boston.

Central Ohio.—Holders of the 6 per cent bonds maturing Sept. 1, 1890, can exchange them for the 4½ per cent bonds issued to retire them upon application to Messrs. Speyer & Co. or Vermilye & Co. (see advertisement). The new bonds which are authorized for \$2,850,000 will be a first lien on all the property. The income in 1889 from the 3½ per cent of the gross earnings paid by the Baltimore & Ohio RR. under the terms of the lease was \$456,727, very largely in excess of the interest charges, and the B. & O. guarantees that the minimum rental shall always be \$166,000.

Chicago & Atlantic—Chicago & Erie.—The Chicago & Atlantic Railroad was bought at the foreclosure sale this week in the interest of the N. Y. Lake Erie & Western, according to the plan of reorganization. The sale occurred in the United States Court Building in Indianapolis. Mr. Coster, of Drexel, Morgan & Co., representing the purchasing committee, was the only bidder, and his bid of \$5,000,000 was accepted. This sale means the termination of the litigation for the Chicago & Atlantic and an entrance into Chicago for the Erie.

At Indianapolis, Aug. 14, the sale of the Chicago & Atlantic having been confirmed, the purchasers met and organized a company pursuant to the Indiana laws. The road will hereafter be known as the Chicago & Erie and has been incorporated with the following temporary board of directors: George

W. Ristine, George G. Cochrane, John Todd, M. D. Woodford, David Boesman, Charles W. Pierson, W. H. Tennis, William Coughlin, A. W. Hendricks, Albert Baker, Volney T. Malott and J. A. Bernard. A permanent board will be elected in New York on Friday, Aug. 22, when the trustees will deliver the deed to the purchasers, and it is presumed that Mr. King or Mr. Felton, of the Erie, will be made President.

Cleveland Cincinnati Chicago & St. Louis.—The earnings and expenses, and the charges, for June and for the year ending June 30 were as below, compared with the previous year.

	June,	Year ending June 30,	1889.	1890.	1888-89.	1889-90.
Gross earn. incl. misc...	1,123,955	1,135,374	12,005,176	13,836,714		
Operating ex. & taxes...	744,613	748,080	8,315,941	8,629,807		
Net earnings.....	379,342	387,294	3,689,235	4,226,907		
Interest on bonds.....	190,204	178,808	1,835,427	1,762,051		
Rentals and miscell....	76,716	78,175	925,398	966,763		
Total.....	266,920	256,883	2,760,825	2,728,81		
Surplus.....	112,422	130,311	928,410	1,478,093		

Columbus Shawnee & Hocking.—The connecting track in course of construction between Sayre and Saltillo was completed this week as far as Reeds, where connection is made with the C. & M. V. RR., and by a traffic arrangement the company will hereafter be enabled to handle its business much more economically. By September 5 the company will have its own line from the coal fields to Columbus.

Houston & Texas Central.—Pursuant to order of the New York Supreme Court, a full re-examination has been made for the Central Trust Company into all the items constituting the floating debt of this road. To pay this floating debt it will be remembered that an assessment of 73 per cent was laid upon the old stockholders before they could enter into the reorganization and take stock in the new company. On the re-examination of all items of this floating debt the assessment was made 71.40 per cent, and the old stockholders have until September 1 to come in and pay up this amount. The recent examination has been very thorough by Messrs. E. F. Hyde and John H. Allen, for the Central Trust Company, and the result of their labors is now published in a pamphlet of 23 pages, giving all the items of debt fully classified, so that one who runs may read. The bondholders have already been long delayed by the injunction, and it is difficult to see what further obstacles can be thrown in their way at this late stage of the proceedings to prevent the final winding up of the affairs of the company.

In the CHRONICLE of July 26 an error was made in stating that a new injunction had been granted, as certain proceedings in Court related only to the old injunction; this should have been corrected in the next issue, but by some oversight it was passed.

Indiana State Bonds.—The Auditor of the State invites proposals until 21st inst. for \$600,000 three per cent bonds, payable in ten years, and redeemable at the pleasure of the State after five years. The bonds are authorized to fund at a lower rate of interest an issue of March 1, 1885, now redeemable. See advertisement.

Louisville New Albany & Chicago.—A letter from an official of this company says that "one of the first steps taken by the President and General Manager in the right direction was to restore peaceful, honorable and friendly relations with connecting roads, and especially with the Pennsylvania and the Louisville & Nashville roads. This was done quickly and successfully, and immediately thereafter the business of these three roads began to augment, and especially that of our road. * * Rolling stock of the road, which for unlimited time had been in the 'Hospital,' has under the care of Dr. Breyfogle been made serviceable. New rolling stock has been purchased and delivered, and more of it has been ordered. Additional trains have been put in motion. * * The net losses from damages to rolling stock and from injuries to persons in all of the recent accidents will not amount to twenty thousand dollars."

Manhattan Elevated.—The company renders its balance sheet as of June 30 with the quarterly statement of earnings made to the New York State Railroad Commissioners for the quarter ending at that date. As the official year now ends with June 30 in many States, and numerous companies will make their fiscal year conform to that, a balance sheet on that date is of interest. There are some changes in the form of the Manhattan balance sheet as compared with 1889.

The earnings, &c., for the quarter and year ending June 30 are given under "New York Railroads."

GENERAL BALANCE SHEET.

	1889.	1890.
Leases of road and equipment.....	\$14,014,000	\$14,014,000
Stocks and bonds of other companies.....	12,457,000	6,401,800
Other permanent investments, real estate.....	1,012,153	1,082,034
Supplies on hand.....	159,967	209,585
N. Y. Elevated RR. structure, equipment, real estate, &c.	18,129,484	
Due by agents on account of traffic.....	176	482
Due by others on account of traffic.....	2,323	2,243
Due by companies and individuals.....	1,974,039	3,218,464
Cash on hand.....	75,564	86,033
Sundries.....	220,375	916,057
Sureties, Jay Gould and J. H. Hall.....	300,000	
Total.....	\$29,915,600	\$45,140,183

Liabilities.

	1889.	1890.
Capital stock.....	\$25,393,420	\$25,891,930
Funded debt N. Y. Elev. & Manhat. Elev.	14,500,000	
Interest on bonds due and accrued.....	56,333	106,338
Dividends unpaid.....	163,404	34,173
Due for wages, supplies, taxes, &c.	989,122	627,006
Due on open account.....	62,934	14,611
Stock agreement of '84.....	63,580	9,820
Convertible bond certificates.....	254,400	1,905,035
Bonds and mortgages.....	24,400	
Sundries.....	207,741	41,486
Profit and loss.....	1,059,640	1,983,312
Dividend bond certificates.....	780,000	
Bills payable.....	900,000	
Total.....	\$29,915,600	\$45,140,183

Marietta & North Georgia.—A dispatch from Knoxville announces the completion of the road to that city. Through traffic will commence on the 18th inst. between Knoxville and Atlanta, about 237 miles. The tracks of the Western & Atlantic will be used between Marietta & Atlanta, 20 miles. At Knoxville the road will use the same station as the Knoxville Cumberland Gap & Louisville, and it will be operated in close connection with that line, giving practically a continuous route between Atlanta and the coal fields near Cumberland Gap, 300 miles long, and connecting there with the Louisville & Nashville system. The Marietta & North Georgia traverses the heart of the famous marble district of northwest Georgia and eastern Tennessee along the Hiawassee River. Other minerals are also abundant along the line. The Richmond & Danville will soon have in operation an extension of its western North Carolina division to Murphy, N. C., on the Marietta & North Georgia, which will give the latter an important new connection. The successful completion of the M. & N. G. is largely due to the untiring efforts of Messrs. George R. Eager and Lenox Smith.

Massachusetts Railroads.—The reports below for the quarter ending June 30 have been filed with the Railroad Commissioners. As the companies now have to report for the year ending June 30, instead of Sept. 30, as formerly, we have compiled in addition the results for the new year.

BOSTON & ALBANY.

	Quar. end. June 30.—	Year end. June 30.—
1889.	1890.	1888-89.
Gross earnings.....	\$2,210,603	\$2,283,042
Operating expenses.....	1,128,999	1,161,351
Net earnings.....	\$1,081,604	\$1,121,691
Rentals, mt. & taxes	193,667	192,829
Surplus.....	\$887,937	\$928,862
		\$2,100,261
		\$2,133,391

NEW YORK & NEW ENGLAND,

	Quarter end'g June 30.—	Year end'g June 30.—
1889.	1890.	1888-89.
Gross earnin's. \$1,378,017	\$1,512,616	\$5,497,399
Oper. expenses.....	994,185	1,035,932
Net earnings....	\$383,832	\$476,684
Other income....	1,029	865
Total.....	\$384,861	\$477,549
Int., taxes, rent's	411,212	429,204
Balance.....	df.\$26,351	sur \$48,345
		sur \$265,561
		sur \$406,093

FITCHBURG.

	Quar. end. June 30.—	Year end. June 30.—
1889.	1890.	1888-89.
Gross earnings*....	\$1,386,368	\$1,574,712
Oper. expenses.....	1,102,796	1,144,077
Net earnings....	\$283,572	\$430,635
Int., rentals & taxes	317,924	317,542
Balance.....	df.\$34,352	sur \$113,093
		sur \$288,557
		sur \$654,531

Nashville Chattanooga & St. Louis.—Gross and net earnings and charges for July, the first month of the fiscal year, have been as below.

	July.
Gross earnings.....	1889. \$299,209
Operating expenses.....	1890. \$180,826
Net earnings.....	\$118,383
Interest and taxes.....	72,251
Improvements.....	5,239
Surplus.....	\$77,490
	\$84,618
	\$40,893
	59,962

New York Lake Erie & Western.—The balance sheet on June 30, as reported to the N. Y. State Railroad Commissioners, was as below. The earnings, &c., for the quarter and year ending June 30 are given in another item under "New York Railroads."

GENERAL BALANCE SHEET.

	June 30, 1889.	June 30, 1890.
Cost of road and equipment.....	\$15,381,369	\$161,145,923
Estate of the Erie Railway Co.	145,500,169	
Construction of branch lines.....	1,098,581	1,081,175
Stocks and bonds of other companies....	3,133,235	3,125,735
Amounts paid on account of equipment..	3,011,941	3,387,402
Supplies and materials on hand.....	781,809	1,390,893
Bills receivable.....	34,686	34,666
Due by agents of this company on account of traffic.....	956,064	903,064
Due by others, not agents of this company, on account of traffic.....	857,305	915,531
Due by companies and individuals on open accounts, other than traffic.....	1,242,029	1,159,760
Cash on hand and in London.....	495,172	339,524
Chicago & At. Railway Co. advances.....	2,214,683	2,214,683
Y. L. E. & W. Coal & Co., adv'tees.....	2,006,369	2,006,369
Advances to other companies.....	1,216,641	1,281,212
Erie coal companies.....	1,020,150	1,191,148
Total.....	\$178,940,504	\$180,255,263

Liabilities.

	June 30, 1889.	June 30, 1890.
Stock, common.....	77,321,200	77,400,200
Stock, preferred.....	8,156,400	8,536,600
Funded debt.....	77,761,245	77,756,205
Loans and bills payable.....	2,704,957	2,958,670
Interest on funded debt due.....	134,915	124,225
Interest on funded debt accrued.....	904,322	904,322
Dividends unpaid.....	5,394	5,394
Due companies and individuals on account of traffic.....	505,733	504,050
Due companies and individuals on open account.....	641,398	443,332
Rentals of leased lines, &c.....	569,536	544,053
Overdue coupons on 2d consols.....	5,928	1,968
Vouchers audited.....	736,395	801,281
Pay roll for June, payable in July.....	1,031,033	1,069,383
Sundries.....		9,777
Profit and loss (surplus).....	8,352,048	9,195,802
Total.....	\$178,940,504	\$180,255,263

New York Railroads.—The reports below for the quarter ending June 30 have been filed with the Railroad Commissioners. As the companies now have to report for the year ending June 30, instead of Sept. 30, as formerly, we have compiled in addition the results for the new year.

NEW YORK LAKE ERIE & WESTERN.

	Quar. ending June 30.—	Year ending June 30.—
	1889. 1890.	1888-89. 1889-90.
Gross earnings.....	\$6,441,923	\$7,269,617 \$26,359,326 \$29,039,818
Operating expenses	4,112,021	4,706,922 17,075,907 18,822,775
Net earnings.....	\$2,335,902	\$2,562,695 \$9,283,416 \$10,157,043
Per ct. to oper. lines	566,078	601,614 2,336,760 2,581,444
Balance.....	\$1,769,824	\$1,961,081 \$6,946,659 \$7,575,599
Other income.....	299,986	308,145 1,113,036 1,115,726
Total net income	\$2,069,810	\$2,269,226 \$8,059,595 \$8,691,325
Int., taxes, rent, &c.	1,815,476	1,934,832 7,482,900 7,669,420
Surplus.....	\$254,334	\$334,394 \$576,795 \$1,021,005

MANHATTAN ELEVATED.

	Quar. ending June 30.—	Year ending June 30.—
	1889. 1890.	1888-89. 1889-90.
Gross earnings.....	\$2,340,973	\$2,457,213 \$8,931,917 \$9,302,681
Operating expenses	1,212,706	1,201,926 4,786,783 4,854,204
Net earnings.....	\$1,128,267	\$1,255,287 \$4,145,132 \$4,448,477
Other income.....	21,500	21,500 94,500 96,000
Total.....	\$1,149,767	\$1,276,787 \$4,239,641 \$4,544,477
Int., rentals & taxes.	521,089	566,588 2,160,744 2,050,804
Surplus.....	\$628,678	\$710,199 \$2,078,897 \$2,483,673

ROME WATERTOWN & OGDENSBURG.

	Quar. ending June 30.—	Year end. June 30.—
	1889. 1890.	1888-89. 1889-90.
Gross earnings.....	\$914,143	\$959,707 \$3,387,334 \$3,904,967
Operating expenses	514,154	637,993 1,976,795 2,250,113
Net earnings.....	\$299,989	\$321,714 \$1,410,539 \$1,654,854
Other income.....	7,259	7,863 33,550 36,172
Total income....	\$307,248	\$329,577 \$1,444,089 \$1,691,026
Int., rentals & taxes	261,247	275,557 1,050,454 1,049,620
Surplus.....	\$46,001	\$54,020 \$393,635 \$641,406

ALBANY & SUSQUEHANNA AND LACKAWANNA & SUSQUEHANNA.

	Quar. ending June 30.—	Year ended June 30.—
	1889. 1890.	1888-89. 1889-90.
Gross earnings.....	\$826,550	\$921,308 \$3,385,442 \$3,808,912
Operating expenses	504,779	617,066 1,893,487 2,142,723
Net earnings.....	\$321,771	\$304,242 \$1,491,955 \$1,666,189
Int., rentals & taxes.	276,668	277,998 1,059,441 1,121,951
Surplus.....	\$15,103	\$26,244 \$432,514 \$543,338

RENSELAER & SARATOGA.

	Quar. ending June 30.—	Year ended June 30.—
	1889. 1890.	1888-89. 1889-90.
Gross earnings.....	\$572,324	\$694,481 \$2,416,255 \$2,629,547
Operating expenses	376,448	427,541 1,501,098 1,501,983

	Net earnings.....	Int., rentals & taxes.
	\$195,876	\$266,940
	261,217	259,304

Balance..... def. \$65,341 \$7,636 dt. \$137,791 sur. \$63,404

	NEW YORK & CANADA.	—	Yearending June 30.—
	Quar. ending June 30.—		1889-90.
	1889. 1890.		1888-89. 1889-90.
Gross earnings.....	\$226,076	\$334,378	\$910,069 \$1,114,570
Operating expenses	155,133	218,866	533,335 660,086

	Net earnings.....	Int., rentals & taxes.
	\$70,941	\$115,492
	74,289	73,503

Balance..... def. \$3,318 sur. \$41,989 sur. \$96,646 sr. \$156,363

BROOKLYN ELEVATED.

	Quar. ending June 30.—	—	Yearending June 30.—
	1889. 1890.		1888-89. 1889-90.
Gross earnings.....	\$275,784	\$437,928	\$995,340 \$1,574,188
Operating expenses	173,454	246,693	623,200 924,381

	Net earnings.....	Int., rentals & taxes.
	\$102,330	\$191,229
	104,905	150,004

Balance..... def. \$2,575 sur. \$41,922 def. \$21,348 sur. \$95,939

North American Company.—Notice is given to the stockholders of the Oregon & Trans-Continental Company on Aug. 14 that 385,864 shares of the stock of that company having already been deposited with the Farmers' Loan & Trust Company, to be exchanged for the stock of the North American Company, the Oregon & Trans-Continental Company, in accordance with its obligations under its contract with the North American Company, has transferred all its assets and property to the North American Company, and the latter company has entered upon the business for which it was organized. Application has already been made for the listing

of the stock of the North American Company on the New York Stock Exchange.

Pacific Mail.—A dispatch from San Francisco, Aug. 12, said that the fight contemplated by the Canadian Pacific against the Pacific Mail and the Occidental & Oriental lines has been declared off, and that a peace agreement would be signed this week at Portland. The agreement is to last until May, 1891, and it prohibits the Canadian line from handling any freight to and from the northern State line of California, and the Pacific Mail and Occidental & Oriental companies from handling any business in the ports outside of California.

Philadelphia & Reading.—The Philadelphia *Ledger* reports that Reading has secured possession of the finest terminal site near Perth Amboy. The property purchased fronts on the Arthur Kill, opposite Tottenville, S. I. Here Reading will build extensive terminals. In order to reach these terminals a new line 18 miles long will be built from the New York division of the Reading's road near Bound Brook to a point near Perth Amboy. Heretofore Reading has been obliged to give allies or competitors a long haul on a large tonnage consigned to New York Harbor. [This is a large project, and in the absence of further precise information, the above is given as reported.]

Rio Grande Western.—Work is progressing on the branch line extending south from Thistle. The projected line is to Marysville, a distance of 132 miles, but construction to Nephi, 75 miles, is all that is immediately contemplated. The roadway is standard gauge, but narrow-gauge track will be laid, enabling the company to use the best of the old material taken up from the main line and the old narrow-gauge equipment. This extension will be covered by the company's present mortgage.

San Antonio & Aransas Pass.—The Farmers' Loan & Trust Company, as trustee under the first mortgages, has intervened as a defendant in the cause in the Texas State District Court at San Antonio, in which this railroad was placed in the hands of receivers, and has removed the cause into the Federal Court.

St. Louis Arkansas & Texas.—The sale of the road in Arkansas and Missouri will occur at St. Louis Oct. 20, and the Texas division at Waco on Oct. 23. See advertisement in another column.

St. Louis & Chicago—Chicago Peoria & St. Louis.—Propositions to lease or purchase the St. L. & C. have been made by the C. P. & St. L., but the bondholders have failed to respond as yet to the circular sent them by the Chairman of the Committee, Mr. George Coppell, 24 Exchange Place, and the time will expire next Monday, the 18th inst.

St. Louis & San Francisco—The *Boston Herald* gives figures covering the operations of the St. Louis & San Francisco Road for the half-year ended June 30, 1889, to place in comparison with those for the six months to June 30, 1890, lately published. They are as follows:

	1889.	1890.
Earnings.....	\$2,554,761	\$2,895,879
Expenses.....	1,532,570	1,747,268
Net.....	\$1,022,190	\$1,148,611
Taxes.....	84,000	84,000
Improvements.....	98,042	—
Rentals.....		67,351
Interest on bonds (rentals)		1,158,633 { 115,680
Interest on bonds (direct)		884,361 { 884,361
Sinking funds, &c.....		107,591 { 107,591
Balance, deficit.....	\$318,484	\$105,221
Other income.....	2,664	22,491
Deficiency.....	\$315,820	\$82,729
Improvements.....	—	69,113
Dividends.....	\$357,560	—
Total deficiency.....	\$673,320	\$156,993

The mileage was the same in each half-year, 1,339 miles, and the above table shows that the deficit for the half-year to June 30, 1890, was \$158,827 less than that for the half-year to June 30, 1889, before the dividend was paid. Here are other interesting figures, being gross and net earnings for six months:

	Gross.	Net.
Six months to June 30, 1888.....	\$2,520,836	\$979,808
Do. to June 30, 1889.....	2,554,761	1,022,190
Do. to June 30, 1890.....	2,895,879	1,148,611
Do. to Dec. 31, 1888.....	3,232,414	2,417,636
Do. to Dec. 31, 1889.....	3,498,189	2,788,267

South Carolina RR.—Pursuant to an order of the United States Circuit Court, notice is given that on and after 11th inst. all interest maturing up to and including July 1, 1890, on bonds of the South Carolina Railway Company prior in lien to the first consolidated mortgage bonds of November 1, 1881, except certain bonds of the Louisville Cincinnati & Charleston Railroad Company, held by Henry T. Coghill (the question of the interest due on the same being now under appeal), will be paid by the Central Trust Company, 54 Wall Street, New York, until the 25th inst., and thereafter by the Receiver at his office in Charleston, S. C.

Virginia State Debt.—The committee to adjust the Virginia debt gives notice that the obligations of the State of Virginia, amounting to \$12,500,000, have been deposited to date under the agreement dated May 12, 1890. Outstanding holders are requested to deposit their securities at once to avail themselves of the benefits to be derived. A full statement of the matter may be found in the CHRONICLE of June 28.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, August 15, 1890.

The new silver law took effect on Wednesday, and under its provisions the Federal Treasury began the purchase of silver bullion at the rate of 4,500,000 ounces per month.

A strike of employees of the New York Central Railroad, begun Friday night of last week, was measurably overcome almost at once, but has caused, and still causes, delay in the moving of freight trains. Copious rains have fallen in that part of the West of which St. Louis is the geographical centre, —not too late it is hoped to be of some benefit to crops.

Lard on the spot has been declining, becoming active as prices gave way. To-day there was a large business in prime Western at 6:25c. @ 6:27½c. regular and 6:22½c. c.f.i. Prime City sold at 5:80c. and refined for the Continent quoted at 6:20c. @ 6:75c. The speculation in lard for future delivery has been since Monday at steadily declining prices, partly from sympathy with the course of the market and partly owing to the full receipts of swine at Western points; but to-day the offerings were less liberal and the market was steadier.

DAILY CLOSING PRICES OF LARD FUTURES.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
September delivery.....c.	6:42	6:62	6:48	6:45	6:40	6:38
October delivery.....c.	6:60	6:70	6:65	6:60	6:54	6:51
November delivery.....c.	6:70	6:55	6:80	6:72	6:55	6:60
December delivery.....c.	6:80	6:94	6:87	6:83	6:75	6:70
January delivery.....c.	6:96	7:14	7:08	7:00	6:12	6:89

Pork has been dull, and the close is partially lower at \$12 75 @ 13 25 for new mess, \$10 @ 10 50 for extra prime and \$12 50 @ 13 75 for clear backs. Beef is steady at \$6 75 @ 7 25 for extra mess, \$7 50 @ 8 for packet and \$12 @ 14 50 for extra India mess. Beef hams are quiet at \$17 75 @ 18 per bbl. Cut meats are dull, —quoted at 10 ½ @ 11c. for pickled hams, 5 ½ @ 6c. for do. shoulders and 5 ½ @ 6c. for bellies; smoked shoulders 6 ½ @ 7c. and smoked hams 11 ½ @ 12c. Tallow has advanced to 4 ½ c., with a good business. Stearine is quiet at 7 ½ @ 7 ¾ c. in hhds. and tcs., and oleomargarine steady at 5 ¾ c. Butter firmer at 16 @ 21c. for creamery. Cheese is firm at 6 ½ @ 8c. for State factory full cream.

Coffee on the spot has been active and advancing, but to-day was quiet and easier at 18 ½ c. for No. 7 Rio. The sales included Java at 22 ¾ @ 24 ½ c. Rio options were buoyant, and the speculation somewhat excited; but to-day selling to realize, in view of the increased quantity afloat for the United States, caused some decline, closing steady, with sellers as follows:

August.....	18 20c.	November.....	16 75c.	February.....	16 05c.
September.....	17 70c.	December.....	16 65c.	March.....	18 00c.
October.....	17 10c.	January.....	16 50c.	April.....	15 85c.

Raw sugars have been active and buoyant, fair refining Muscovado rising to 5c., but to-day the demand was more freely met, owing to weak foreign advices, and the sales embraced large lines Muscovado at 4 13-16c. for 87 degrees test and 5c. for 89 degrees test. Also molasses grades 88 degrees test at 2 ½ c., c. f. i., and 82 degrees test at 4c., long price. Refined sugars are dearer at 6 3-16c. for granulated and 6 ½ c. for standard crushed. The tea sale was a small one, and full prices were realized.

Kentucky tobacco has been rather more active at full prices. Sales for the week are 400 hhds., of which 300 were for export. Seed leaf has been offered more freely, owing to very favorable crop prospects, and sales for the week are 1,470 cases as follows: 600 cases, 1889 crop, New England Havana, 13 to 17c.; 320 cases, 1889 crop, Wisconsin Havana, 9 to 11c.; 200 cases, 1889 crop, State Havana, 11 to 13c., and 350 cases sundries, 6 to 20c.; also 900 bags Havana, 65c. to \$1 15, and 400 bales Sumatra, \$1 25 to \$2 45.

Refined petroleum in barrels is dearer at 7 ½ c.; cases, 9 20c.; crude, in barrels, 7 ½ c., and naphtha, 7 40c. Crude certificates closed at 92 ½ c. per barrel. Spirits turpentine is lower at 40 ½ @ 41c., and closes dull. Rosin is fairly active and steady for low grades, \$1 37 ½ @ \$1 45 for common to good strained, but the higher grades are dull and weak. Hops are dull. Wool easier and unsettled.

On the Metal Exchange to-day no sales were reported. Straits tin was dull and weak at 20 95c. on the spot and for November delivery. Ingot copper is wholly nominal. Domestic lead has advanced to 4 60c. Pig iron is dull, but manufactured stock in fair demand at steady prices.

COTTON.

FRIDAY, P. M., August 15, 1890.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 3,756 bales, against 1,419 bales last week and 2,596 bales the previous week, making the total receipts since the 1st of Sept., 1889, 5,804,763 bales, against 5,510,437 bales for the same period of 1888-9, showing an increase since Sept. 1, 1889, of 294,326 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	29	115	98	73	33	90	438
El Paso, &c.	.....	.....	.....	.....	.....	.....	.....
New Orleans.....	92	176	211	188	133	783	1,583
Mobile.....	9	2	.....	57	5	13	86
Florida.....	.....	.....	.....	.....	.....	.....	.....
Savannah.....	18	26	63	19	55	52	233
Brusw'k, &c.	.....	.....	.....	.....	.....	.....	.....
Charleston.....	2	76	1	1,108	4	1	1,192
Port Royal, &c.	.....	.....	.....	.....	.....	.....	.....
Wilmington.....	.....	1	3	2	18	12	36
Wash'gton, &c.	.....	.....	.....	.....	.....	.....	.....
Norfolk.....	53	2	.....	.....	.....	2	57
West Point.....	.....	.....	.....	36	.....	35	71
N'wpt'N's, &c.	.....	.....	.....	.....	.....	28	28
New York.....	.....	.....	.....	.....	.....	.....	.....
Boston.....	.....	17	.....	.....	.....	.....	17
Baltimore.....	.....	.....	.....	.....	.....	.....	.....
Philadelph'a, &c.	.....	.....	.....	15	.....	.....	15
Totals this week	203	415	376	1,498	248	1,016	3,756

For comparison we give the following table showing the week's total receipts, the total since September 1, 1889, and the stock to-night, compared with last year.

Receipts to August 15.	1889-90.		1888-89.		Stock.	
	This Week.	Since Sep. 1, 1889.	This Week.	Since Sep. 1, 1888.	1890.	1889.
Galveston....	438	839,551	460	672,884	483	650
El Paso, &c.	.....	23,212	13	23,145	.....	.....
New Orleans.....	1,583	1,955,375	317	1,689,730	3,432	2,495
Mobile.....	86	240,039	19	209,369	41	50
Florida.....	.....	32,279	.....	27,010	.....	.....
Savannah....	233	938,428	98	814,826	580	940
Brusw'k, &c.	.....	162,962	.....	132,099	.....	.....
Charleston....	1,192	321,820	9	383,694	1,325	101
P. Royal, &c.	.....	1,833	.....	16,225	.....	.....
Wilmington....	36	132,885	.....	152,090	278	98
Wash'gtn, &c.	.....	3,749	.....	4,369	.....	.....
Norfolk.....	57	402,743	25	485,720	1,353	114
West Point.....	71	326,942	5	411,195	.....	.....
N'wpt'N, &c.	28	62,551	.....	136,273	.....	.....
New York....	.....	115,950	.....	130,831	40,593	72,342
Boston.....	17	72,893	17	103,760	1,300	2,500
Baltimore.....	.....	90,121	427	65,542	704	1,336
Phil'del'a, &c.	15	81,430	16	51,675	3,102	3,870
Totals.....	3,756	5,804,763	1,406	19,449	9,649	8,991
					4,402	

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1890.	1889.	1888.	1887.	1886.	1885.		
	Great Brit'n.	France	Conti- nent.	Total Week.	Great Brit'n.	France	Conti- nent.	Total.
Galveston....	438	473	1,204	3,400	3,421	3,669	1,822	1,869
New Orleans.....	1,583	317	1,526	5,802	2,525	929	.....	.....
Mobile.....	86	19	275	34	47	75	.....	.....
Savannah....	233	98	4,436	337	259	557	.....	.....
Char'l'stn, &c.	1,192	9	710	149	97	155	.....	.....
Wilm'gtn, &c.	36	.....	158	9	7	10	.....	.....
Norfolk.....	57	25	2,306	6	109	69	.....	.....
W't Point, &c.	99	5	2,698	4	79	.....	.....	.....
All' others....	32	460	6,136	108	2,447	738	.....	.....
Totals this week	3,756	1,406	19,449	9,649	8,991	4,402	.....	.....
Since Sept. 1.	5,804,763	5,510,437	5526,960	5223,097	5337,618	4744,061	.....	.....

The exports for the week ending this evening reach a total of 8,663 bales, of which 8,596 were to Great Britain, — to France and 67 to the rest of the Continent. Below are the exports for the week, and since September 1, 1889.

Exports from—	Week Ending Aug. 15. Exported to—			From Sept. 1, 1889, to Aug. 15, 1890 Exported to—				
	Great Brit'n.	France	Conti- nent.	Total Week.	Great Brit'n.	France	Conti- nent.	Total.
Galveston....	.....	.....	.....	307,490	34,659	132,110	474,259	
New Orleans.....	1,078	.....	.....	1,078	935,960	341,708	547,280	1,824,578
Mobile.....	.....	.....	.....	.....	44,780	.....	.....	44,780
Savannah....	.....	.....	.....	.....	153,069	30,826	348,191	531,409
Brunswick.....	.....	.....	.....	.....	102,592	.....	14,287	117,179
Charleston....	.....	.....	.....	.....	51,284	24,246	164,802	240,332
Wilmington....	.....	.....	.....	.....	79,161	.....	32,988	113,149
Norfolk.....	.....	.....	.....	.....	228,239	.....	37,756	265,904
West Point.....	.....	.....	.....	.....	156,326	.....	24,020	180,346
N'p't Nws, &c.	.....	.....	.....	.....	37,705	.....	96	37,801
New York....	7,418	67	7,485	561,735	42,703	149,404	755,842	
Boston.....	100	.....	.....	100	136,433	.....	4,167	140,600
Baltimore.....	.....	.....	.....	.....	64,046	1,674	55,317	120,987
Philadelph'a, &c.	.....	.....	.....	.....	35,590	.....	2,189	37,790
Total.....	8,596	67	8,663	2,894,341	475,110	1,512,487	4,881,944	
Total, 1888-89.	7,225	1,801	1,009	10,035	2,910,766	412,273	1,384,230	4,707,269

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 24 Beaver Street. *

Aug. 15, at—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign	Coast-wise.	Total.	
New Orleans.....	2	None.	42	49	93	3,334
Mobile.....	None.	None.	None.	None.	None.	4
Charleston.....	None.	None.	None.	1,186	1,186	1,186
Savannah.....	None.	None.	None.	120	120	46
Galveston.....	None.	None.	None.	None.	None.	48
Norfolk.....	None.	None.	None.	None.	None.	1,353
New York.....	6,000	28	500	None.	6,523	34,066
Other ports.....	300	None.	None.	None.	300	5,08
Total 1890...	6,302	28	542	1,355	8,227	44,96
Total 1889...	13,005	None.	3,800	100	16,905	67,59
Total 1888...	10,500	450	3,900	1,265	16,115	159,63

The speculation in cotton for future delivery at this market made a considerable show of strength in values early in the week under review. The report from the Department of Agriculture of the condition of the growing crop on the 1st of August was received on Saturday after 'Change. It was not quite so favorable as had been expected, and in part was dis- sented from; but it had an effect abroad, and this was supple- mented on Monday by heavy rains in Georgia and the eastern Gulf States, which it was feared would affect injuriously the growing crop and obstruct picking. A smart advance on Monday was the result of all these influences. But on Tues- day the weather cleared up and receipts of new cotton at New Orleans and Galveston were considerably in excess of one year ago, causing the "bulls" to lose confidence and to un- load. This process was continued to near the close of Wednesday's market, when there was a partial re-covery on a demand to cover contracts. Yesterday the market opened weak under a dull Liverpool report, but the only material decline was in August options, and the market soon took a stronger turn, which was ascribed to dearer silver, for there was no other cause apparent. To-day the market opened weak under dull Liverpool and Manchester reports, and indications that port receipts will at once become quite liberal, New Orleans especially sending very full es- timates; but the short interest worried over the silver problem and a little buying to cover contracts was sufficient to stiffen values. In the last half hour, however, there was renewed depression under the increased receipts at interior towns. Cotton on the spot declined 3-16c. on Wednesday and closed quiet to-day at 12 1-16c. for middling uplands, the sales being partly for arrival.

The total sales for forward delivery for the week are 210,000 bales. For immediate delivery the total sales foot up this week 6,482 bales, including 4,890 for export, 1,592 for consumption, — for speculation, and — in transit. Of the above 100 bales were to arrive. The following are the official quotations for each day of the past week—August 9 to August 15.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table:

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH														
Market, Prices and Sales of FUTURES.	Market, Sales and Total Sales.	Market, Range and Total Sales.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July
Saturday, Aug. 9— Sales total (range).	10,100 Sales paid (range).	10,530 Closing.....	Irregular.	Aver. 3,300 12,00—12,01 11-10-11-11	Aver. 4,111 10,70—11,13 10-10-11-11	Aver. 300 10,70—10,71 10-70-10-71	Aver. 200 10,53—10,55 10-53-10-55	Aver. 1,800 10,53@10,55 10-53@10-55	Aver. 10,54 10,53@10-55 10-53@10-55	Aver. 10,55 10,53@10-55 10-53@10-55	Aver. 10,59 10,53@10-55 10-53@10-55	Aver.	Aver.	Aver.
Monday, Aug. 11— Sales total (range).	22,500 Prices paid (range).	10,540@12-04 Steady.	Aver. 4,400 12,00@12,04 11-10-11-16	Aver. 1,132 11,10@11-16 10-74-10-75	Aver. 2,300 10,72@10-75 10-58@10-59	Aver. 2,300 10,72@10-75 10-58@10-59	Aver. 2,300 10,54@10-55 10-58@10-63	Aver. 2,800 10,54@10-55 10-58@10-63	Aver. 10,61 10,54@10-55 10-58@10-63	Aver. 10,641 10,54@10-55 10-58@10-63	Aver. 2,000 10,67@500 10-72@400	Aver. 10,67 10,67@500 10-72@400	Aver.	Aver.
Tuesday, Aug. 12— Sales total (range).	54,200 Prices paid (range).	10,49@20-05 Quiet.	Aver. 7,000 11-93@11-95 11-08-11-09	Aver. 18,300 11-93@12,05 11-08-11-18	Aver. 6,100 10-65@10-75 10-50@10-55	Aver. 2,100 10-50@10-58 10-50@10-67	Aver. 8,600 10-49@10-58 10-53@10-63	Aver. 7,500 10-58@10-63 10-58@10-60	Aver. 2,700 10-58@10-63 10-61-10-63	Aver. 7,500 10-58@10-63 10-61-10-63	Aver. 1,100 10-60@10-71 10-61-10-71	Aver. 1,100 10-60@10-71 10-61-10-71	Aver.	Aver.
Wednesday, Aug. 13— Sales total (range).	65,300 Prices paid (range).	10,45@11-95 Steady.	Aver. 24,200 11-76@11-95 11-04@11-08	Aver. 13,600 10-60@10-65 10-45@10-50	Aver. 8,300 10-60@10-65 10-45@10-50	Aver. 2,300 10-60@10-65 10-45@10-50	Aver. 7,400 10-50@10-55 10-55@10-57	Aver. 2,700 10-50@10-55 10-55@10-57	Aver. 7,400 10-50@10-55 10-55@10-57	Aver. 2,600 10-50@10-55 10-55@10-57	Aver. 3,900 10-50@10-61 10-59@10-61	Aver. 3,900 10-50@10-61 10-59@10-61	Aver.	Aver.
Friday, Aug. 15— Sales total (range).	21,900 Prices paid (range).	10,46@11-86 Irregular.	Aver. 11,84 11-88-11-90	Aver. 11,05 11-05-11-06	Aver. 2,000 10-63@10-64	Aver. 1,200 10-64@10-65	Aver. 4,200 10-64@10-65	Aver. 2,600 10-64@10-65	Aver. 4,200 10-64@10-65	Aver. 1,800 10-64@10-65	Aver. 500 10-64@10-65	Aver.	Aver.	
Total sales this week.	210,000 Average price, week.	58,300 11-83	52,500 11-08	26,000 10-67	7,000 10-52	22,400 10-51	24,500 10-56	7,900 10-59	10,100 10-63	1,300 10-68	..........	..........	..........	..........
Sales since Sep. 1, '89*	20,752,900	3,617,800	1,164,000	431,000	202,200	583,200	583,200	114,200	35,400	2,900	..........	..........	..........	..........

MARKET AND SALES

MARKET AND SALES.
The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul'n	Trans- it.	Total.	Sales.	D'liv- eries.
Sat. Quiet.....	4,615	672	.....	.....	5,287	10,100	.....
Mon. Steady.....	.....	237	.....	.....	237	22,500	.....
Tues. Easy.....	.....	142	.....	.....	142	54,200	.....
Wed. Quiet at 3 ¹ / ₂ dec.	75	266	.....	.....	341	65,300	.....
Thur. Steady.....	.....	156	.....	.....	156	35,700	.....
Fri. Quiet.....	200	119	.....	.....	319	21,900	.....
Total	4,890	1,592	.....	.....	6,482	210,000	.....

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

* Includes sales in September, 1889, for September, 147,600; September-October, for October, 640,600; September-November, for November, 636,200; September-December, for December, 957,200; September-January, for January, 1,570,100; September-February, for February, 1,125,100; September-March, for March, 2,236,900; September-April, for April, 1,555,600; September-May, for May, 1,815,700; September-June, for June, 1,830,100; September-July, for July, 1,655,800.

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

Transferable Orders—Saturday, 12-05c.; Monday, 12-05c.; Tuesday, 11-95c.; Wednesday, 11-95c.; Thursday, 11-90c.; Friday, 11-85c.

The following exchanges have been made during the week:
-82 pd. to exch. 100 Sept. for Aug.

The following exchanges have been made during the week:

•82 pd. to exch. 100 Sept. for Aug

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Aug. 15), we add the item of exports from the United States, including in it the exports of Friday only.

	1890.	1889.	1888.	1887.
Stock at Liverpool.....bales	684,000	569,000	465,000	597,000
Stock at London.....	23,000	19,000	16,000	39,000
Total Great Britain stock.....	707,000	588,000	481,000	636,000
Stock at Hamburg.....	4,400	3,200	4,000	4,300
Stock at Bremen.....	35,000	30,200	36,900	61,900
Stock at Amsterdam.....	6,000	7,000	7,000	29,000
Stock at Rotterdam.....	200	300	300	200
Stock at Antwerp.....	6,000	15,000	700	1,100
Stock at Havre.....	131,000	84,000	118,000	196,000
Stock at Marseilles.....	3,000	5,000	3,000	3,000
Stock at Barcelona.....	52,000	53,000	48,000	32,000
Stock at Genoa.....	3,000	5,000	8,000	4,000
Stock at Trieste.....	3,000	4,000	12,000	9,000
Total Continental stocks.....	243,600	206,700	237,900	340,500
Total European stocks.....	950,600	794,700	718,900	976,500
India cotton afloat for Europe.....	100,000	45,000	41,000	120,000
Amer. cotton afloat for Europe.....	25,000	20,000	27,000	48,000
Egypt, Brazil, &c., afloat for Europe.....	6,000	5,000	6,000	48,000
Stock in United States ports.....	53,191	84,496	175,749	108,217
Stock in U. S. interior towns.....	5,356	6,422	15,252	17,408
United States exports to-day.....	2,008	1,820	1,033	9,140

Total visible supply..... 1,142,155 957,438 984,934 1,311,265
Of the above, the totals of American and other descriptions are as follows:

	1890.	1889.	1888.	1887.
Liverpool stock.....bales	314,000	333,000	303,000	326,000
Continental stocks.....	140,000	114,000	130,000	150,000
American afloat for Europe.....	25,000	20,000	27,000	48,000
United States stock.....	53,191	84,496	175,749	108,217
United States interior stocks.....	5,356	6,422	15,252	17,408
United States exports to-day.....	2,008	1,820	1,033	9,140
Total American.....	569,555	559,738	655,034	685,765
East Indian, Brazil, &c., afloat.....	340,000	236,000	159,000	271,000
Liverpool stock.....	23,000	19,000	16,000	39,000
Continental stocks.....	103,600	92,700	107,900	160,500
India afloat for Europe.....	100,000	45,000	41,000	120,000
Egypt, Brazil, &c., afloat.....	6,000	5,000	6,000	32,000
Total East India, &c.....	572,600	397,700	329,900	622,500
Total American.....	569,555	559,738	655,034	688,765

Total visible supply..... 1,142,155 957,438 984,934 1,311,265
Price Mid. Upl., Liverpool..... 61¹/₂sd. 63sd. 5¹/₂sd. 5¹/₂sd.
Price Mid. Upl., New York..... 121¹/₂sd. 11¹/₂sd. 91¹/₂sd.

The imports into Continental ports this week have been 6,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 184,717 bales as compared with the same date of 1889, an increase of 157,221 bales as compared with the corresponding date of 1888 and a decrease of 169,110 bales as compared with 1887.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week, and since September 1, the shipments for the week and the stocks to-night, and the same items for the corresponding period of 1888-89—is set out in detail in the following statement.

TOWNS.	Movement to August 15, 1890.			Movement to August 16, 1889.		
	Receipts.	Stocks Since Sept. 1889.	Stocks Aug. 15.	Receipts.	Stocks Since Sept. 1889.	Stocks Aug. 16.
Augusta, Ga.....	125	200,472	120	91	185,446	123
Atlanta, Ga.....	20	80,028	16	14	51,449	269
Macon, Ga.....	4	58,217	4	15	99,588	60
Montgomery, Ala.....	94	136,105	65	17	71,264	92
Selma, Ala.....	23	79,250	4	17	94	92
Nashville, Tenn.....	67	57,767	50	760	70,422	13
Dallas, Texas.....	35	37,960	71	89	67,458	308
Shreveport, La.....	10	14,018	81	1	9,983	272
Vicksburg, Miss.....	10	78,312	14	5	5,393	1
Columbus, Miss.....	28	5,536	337	20	74,586	5
Montgomery, Ala.....	20	28,567	28	337	32,729	3
Gulfport, Miss.....	20	31,087	28	337	36,874	42
Atlanta, Ga.....	24,022	18	300	21,089	5	497
Rome, Ga.....	143,004	40	228	13,478	5	141
Charlotte, N. C.....	65,059	30	10	22,312	9	147
Louisville, Ky.....	14	18,495	71	25	57,876	147
Little Rock, Ark.....	867	53,520	43	370,124	512	2,523
Brenham, Texas.....	2,881	753,226	358	6,183	5,356	2,623
Total, old towns.....	683	2,555,428	1,181	2,623,450	1,293	6,422
Total, new towns.....	3,481	908,613	2,909	1,507	1,246	2,039
Total, all.....	4,164	3,463,171	4,000	6,863	1,544	7,390

* 1889 figures are for Palestine, Va. + 1889 figures are for Petersburg, Va.
† Louisville in both years are "net."

The above totals show that the old interior stocks have decreased during the week 498 bales, and are to-night 1,066 bales less than at the same period last year. The receipts at the same towns have been 335 bales more than the same week last year, and since Sept. 1 the receipts at all the towns are 7,018 bales more than for the same time in 1888-89.

QUOTATIONS FOR MIDDLE COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week:

Week ending	CLOSING QUOTATIONS FOR MIDDLE COTTON ON					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
August 15.						
Galveston.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
New Orleans.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
Mobile.....	11 ⁵ / ₁₆	11 ⁵ / ₁₆	11 ⁵ / ₁₆	11 ⁵ / ₁₆	11 ⁵ / ₁₆	11 ⁵ / ₁₆
Baltimore.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
Philadelphia.....	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂
Augusta.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
Memphis.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
Charleston.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
Wilmington.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
Norfolk.....	11 ⁷ / ₈	11 ⁷ / ₈	11 ⁷ / ₈	11 ⁷ / ₈	11 ⁷ / ₈	11 ⁷ / ₈
Boston.....	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂
Baltimore.....	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂
Philadelphia.....	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂
Augusta.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
Memphis.....	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄	11 ³ / ₄
Charleston.....	12	12	12	12	12	12
Cincinnati.....	12	12	12	12	12	12
Louisville.....	12	12	12	12	12	12

The closing quotations to-day (Friday) at other important Southern markets are as follows:

Atlanta.....	Little Rock.....	Raleigh.....
11 ³ / ₄	Montgomery.....	11 ³ / ₄
Columbus, Ga.....	Nashville.....	11 ³ / ₄
Columbus, Miss.....	11 ³ / ₄	11 ³ / ₄
Eufaula.....	Natchez.....	11 ³ / ₄
	Shreveport.....	11 ³ / ₄

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

Week Ending	Receipts at the Ports.		Stock at Interior Towns.		Rec'dpts from Plant'n's.	
	1888.	1889.	1890.	1888.	1889.	1890.
July 11.....	7,026	2,130	1,303	37,067	12,683	15,101
" 18.....	10,062	1,952	2,500	10,855	13,328	3,865
" 25.....	8,033	1,710	3,643	28,163	9,657	9,819
Aug. 1.....	6,384	911	2,594	23,685	9,158	7,436
" 8.....	9,915	1,010	1,419	20,385	7,848	6,759
" 15.....	19,449	1,406	3,756	16,244	7,390	6,863
						15,308

The above statement shows: 1.—That the total receipts from the plantations since September 1, 1889, are 5,799,182 bales; in 1888-89 were 5,502,452 bales; in 1887-88 were 5,519,374 bales.

2.—That, although the receipts at the outports the past week were 3,755 bales, the actual movement from plantations was only 3,830 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 948 bales and for 1888 they were 15,808 bales.

AMOUNT OF COTTON IN SIGHT AUG. 15.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Aug. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1889-90.	1888-89.	1887-88.	1886-87.
Receipts at the ports to Aug. 15 in excess of September 1.....	5,581	* 7,985	* 7,586	* 25,074
Total receipts from plantat'n's	5,799,182	5,502,452	5,519,374	5,198,023
Net overland to Aug. 1.....	891,216	878,894	978,694	788,880
Southern consumpt'n to Aug. 1.....	493,000	476,000	435,000	301,000
Total in sight August 15.....	7,183,831	6,869,668	6,933,068	6,377,903
Northern spinners takings to Aug. 15.....	1,759,102	1,717,286	1,768,488	1,639,426

* Decrease from September 1. It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 314,263 bales, the excess as compared with 1887-88 is 250,763 bales and the gain over 1886-87 reaches 505,928 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegraphic weather reports this evening are as a rule quite favorable. Beneficial rains have fallen in a number of localities where needed, and the only complaints of dry weather come from a few points in Texas. Generally cotton is doing well and in some sections picking makes good progress.

Galveston, Texas.—It has rained moderately on one day of the week, the rainfall reaching sixty-six hundredths of an inch. The thermometer has ranged from 72 to 90, averaging 81.

Palestine, Texas.—Cotton looks good. No rain has fallen during the week. Average thermometer 83, highest 96 and lowest 70.

Huntsville, Texas.—We have had heavy rain on three days of the week and cotton is doing well. The precipitation reached three inches and six hundredths. The thermometer has averaged 83, the highest being 94 and the lowest 72.

Dallas, Texas.—The weather has been dry all the week. Cotton is doing very well and picking is progressing. The thermometer has averaged 87, ranging from 74 to 100.

San Antonio, Texas.—It has rained lightly on two days of

* 1889 figures are for Palestine, Va. + 1889 figures are for Petersburg, Va.
† Louisville in both years are "net."

§ This year estimated.

the week, the precipitation reaching twenty-three hundredths of an inch. Cotton looks fairly well. The thermometer has ranged from 72 to 96, averaging 84.

Luling, Texas.—We have had dry weather all the week, and cotton will be short. Average thermometer 86, highest 102, lowest 73.

Columbia, Texas.—Cotton looks good. Rain has fallen on one day of the week to the extent of thirty-seven hundredths of an inch. The thermometer has averaged 85, the highest being 98 and the lowest 72.

Cuero, Texas.—The dry weather has cut cotton short somewhat. The thermometer has averaged 81, ranging from 62 to 100.

Brenham, Texas.—It has rained lightly on two days of the week, the precipitation reaching seventeen hundredths of an inch. Cotton looks good and is being rapidly picked. The thermometer has ranged from 73 to 97, averaging 85.

Belton, Texas.—We have had dry weather all the week. Average thermometer 85, highest 100, lowest 70.

Weatherford, Texas.—Cotton looks good, but needs rain. The thermometer has averaged 89, the highest being 100 and the lowest 78.

New Orleans, Louisiana.—We have had rain on one day of the week to the extent of fifty-three hundredths of an inch. The thermometer has averaged 81.

Shreveport, Louisiana.—Rainfall for the week one-hundredth of an inch. The thermometer has ranged from 71 to 91, averaging 81.

Columbus, Mississippi.—Telegram not received.

Leland, Mississippi.—The week's precipitation has been twelve hundredths of an inch. The thermometer has averaged 784, ranging from 62 to 92.

Meridian, Mississippi.—Telegram not received.

Vicksburg, Mississippi.—It has been showery on two days of the week, the rainfall reaching one inch and twenty hundredths. Average thermometer 84, highest 96, lowest 72.

Little Rock, Arkansas.—Telegram not received.

Helena, Arkansas.—Cotton is doing finely, and beginning to open. There has been rain (light sprinkles) on two days of the week, the precipitation reaching three hundredths of an inch. The thermometer has averaged 77, ranging from 61 to 92.

Memphis, Tennessee.—The nights have been cool during the week, but the crop outlook continues promising. It has rained on three days of the week, the precipitation reaching one inch and two hundredths. The thermometer has ranged from 61 to 94, averaging 78.

Nashville, Tennessee.—It has rained on three days of the week, the rainfall reaching twenty-seven hundredths of an inch. Average thermometer 74, highest 90, lowest 53.

Mobile, Alabama.—Crop reports are generally favorable, but there are some complaints of rust and shedding. The first bale arrived here on August 9th from Dallas County, Ala. It classed low middling, weighed four hundred and seventy pounds, and sold at sixteen cents per lb. The first Florida bale arrived on the 13th, and sold at fifteen cents. Three new bales from Mississippi arrived on the 13th. The week's rainfall has been one inch and twenty hundredths on three days. The thermometer has averaged 79, the highest being 90 and the lowest 65.

Montgomery, Alabama.—The weather has been fair during the week, with light rain on two days to the extent of seventeen hundredths of an inch. The thermometer has averaged 79, ranging from 61 to 90.

Selma, Alabama.—We have had rain on one day of the week, the precipitation reaching one inch. The thermometer has ranged from 60 to 90, averaging 75.

Auburn, Alabama.—The week's precipitation has been seventy-two hundredths of an inch. Average thermometer 78, highest 89, lowest 64.

Madison, Florida.—We have had rain on two days of the week, the rainfall reaching three inches and fifteen hundredths. The thermometer has averaged 78, the highest being 94 and the lowest 62.

Augusta, Georgia.—No rain has fallen during the week. Accounts from the crop are conflicting. It is claimed that recent continuous rains and cool nights have developed rust and shedding in some sections, but in others the crop is in fine condition, and opening rapidly. All things considered, the outlook may be called good. Picking is progressing well. Average thermometer 76, highest 87, lowest 64.

Columbus, Georgia.—No rain all the week. The thermometer has averaged 76, ranging from 68 to 90.

Savannah, Georgia.—It has rained on four days of the week, the rainfall reaching one inch and fifty-seven hundredths. The thermometer has ranged from 63 to 91, averaging 76.

Charleston, South Carolina.—We have had rain on four days of the week, the precipitation reaching two inches and five hundredths. The thermometer has averaged 77, the highest being 89 and the lowest 65.

Stateburg, South Carolina.—Rain has fallen on two days of the week to the extent of one inch and seventy-two hundredths. The thermometer has averaged 72.5, ranging from 50 to 85.4.

Wilson, North Carolina.—It has rained on two days of the week one inch and four hundredths. The thermometer has ranged from 63 to 90, averaging 76.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock August 14, 1890, and August 15, 1889.

							<i>Aug. 14, '90.</i>	<i>Aug. 15, '89.</i>
							<i>Feet.</i>	<i>Feet.</i>
New Orleans							4 ²	7 ⁴
Memphis							8 ⁵	13 ⁶
Nashville							8 ¹	5 ⁸
Shreveport							8 ²	10 ²
Vicksburg							9 ⁸	20 ⁸

NOTE.—Reports are now made in feet and tenths.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The receipt and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to August 14.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Conti- nent.	Total.	Great Brit'n.	Conti- nent.	Total.	This Week.	Since Jan. 1.
1890	3,000	3,000	335,000	101,900	1,354,000	7,000	1,860,000	
1889	1,000	1,000	2,000	337,000	828,000	1,185,000	6,000	1,685,000
1888				209,000	598,000	807,000	5,000	1,274,000
1887	3,000	2,000	5,000	359,000	650,000	1,009,000	4,000	1,442,000

	Shipments for the week.			Shipments since January 1.				
	Great Brit'n.	Conti- nent.	Total.	Great Brit'n.	Conti- nent.	Total.		
Calcutta—								
1890	.....	.....	.....	24,000	100,000	124,000		
1889	.....	.....	.....	33,000	44,000	77,000		
Madras—								
1890	2,000	.....	2,000	18,000	6,000	24,000		
1889	3,000	1,000	4,000	25,000	4,000	29,000		
All others—								
1890	.....	2,000	2,000	49,000	36,000	85,000		
1889	.....	1,000	1,000	33,000	22,000	55,000		
Total all—								
1890	2,000	2,000	4,000	91,000	142,000	233,000		
1889	3,000	2,000	5,000	91,000	70,000	161,000		

The above totals for the week show that the movement from the ports other than Bombay is 1,000 bales less than the same week last year. For the whole of India, therefore, the total shipments since January 1, 1890, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1890.		1889.		1888.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	3,000	1,354,000	2,000	1,185,000	.....	807,000
All other ports.	4,000	233,000	5,000	161,000	4,000	154,000
Total	7,000	1,587,000	7,000	1,346,000	4,000	961,000

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Receipts (cantars*)—	1890.		1889.		1888.	
	This week.	Since Sept. 1.	1,000	1,000	1,000	1,000
			1,000	1,000	1,000	1,000
			Since Sept. 1.	Since Sept. 1.	Since Sept. 1.	Since Sept. 1.
Exports (bales)—						
To Liverpool	265,000		1,000	228,000		248,000
To Continent	1,000	159,000	1,000	160,000	1,000	162,000
Total Europe	1,000	424,000	2,000	388,000	1,000	410,000

* A cantar is 98 pounds.

† Revised.

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market is dull for yarns and flat for shirtings. Manufacturers cannot sell. We give the prices for to-day below, and leave those for previous weeks of this and last year for comparison:

	1890.						1889.					
	32s Cop. Twist.	84 lbs. Shirtings.	Coltn Mid. Upds	32s Cop. Twist.	84 lbs. Shirtings.	Coltn Mid. Upds	32s Cop. Twist.	84 lbs. Shirtings.	Coltn Mid. Upds	32s Cop. Twist.	84 lbs. Shirtings.	Coltn Mid. Upds
July 11	87 ¹ ₂ 88 ¹ ₂	6 4 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂	87 ¹ ₂ 88 ¹ ₂	6 4 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂
" 18	87 ¹ ₂ 88 ¹ ₂	6 4 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂	87 ¹ ₂ 88 ¹ ₂	6 4 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂
" 25	87 ¹ ₂ 88 ¹ ₂	6 5 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂	87 ¹ ₂ 88 ¹ ₂	6 5 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂
Aug. 1	87 ¹ ₂ 88 ¹ ₂	6 5 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂	87 ¹ ₂ 88 ¹ ₂	6 5 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂
" 8	87 ¹ ₂ 88 ¹ ₂	6 5 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂	87 ¹ ₂ 88 ¹ ₂	6 5 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂
" 15	87 ¹ ₂ 88 ¹ ₂	6 5 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂	87 ¹ ₂ 88 ¹ ₂	6 5 27 3	61 ² 77 ² 28 ³ ₂	d. d. d.	5 11 27 0	63 ¹ ₂

EAST INDIA CROP.—From Messrs. Gaddum, Bythell & Co.'s cotton report, dated Bombay, July 4, we have the following:

New crop reports in the aggregate may be called satisfactory. The accounts from the Berars are of a favorable character, from Khandesh and Broach districts the reports are also, on the whole, good, but Dholera districts send complaints of want of sufficient rain. From the Bengal districts we hear that the crop has got a favorable start.

From the Bombay *Prices Current* of like date we take the following:

The first issue of the official telegraphic weather and crop reports has been made to-day, from which it appears that rain had been general and abundant over the cotton area, the only places where none had fallen being Veerumgum in the Dholera, and Hubli in the Dharwar circle. In some districts of the Bengal circle the fields were being prepared, and in others sowing was making good progress, as it was also in the Oonra districts of Dhuli and Barree; while the cotton plants are already reported to be flourishing at Oonrawattee, Khaungam and Jalgum in the same circle. At Broach the sowing of the crop was making good progress; but it was delayed at Wadwan owing to insufficient rain, and at Dholera from too much.

JUTE BUTTS, BAGGING, &c.—At slightly lower prices there has been a very fair business in bagging during the week under review. The quotations to-night are 5½c. for 1½ pounds, 6c. for 1¾ pounds, 6½c. for 2 pounds and 7½c. for standard grades. Jute butts have moved very slowly and are quoted at 1½c. for paper grades and 2c. for bagging qualities.

FIRST BALE OF LOUISIANA COTTON.—The first bale of cotton of the Louisiana crop of 1890 was received at New Orleans on Friday, August 8, from W. G. Beggs, St. Landry Parish. It classed strict middling, and was sold at auction at the Cotton Exchange for 13½ cents per pound to Messrs. H. & B. Beer, for shipment to Liverpool. Last year the first bale of Louisiana cotton reached New Orleans on August 13, and also came from St. Landry Parish, and in 1888 the first arrival was on August 3.

EUROPEAN COTTON CONSUMPTION FOR AUGUST 1.—We have received to-day, by cable, Mr. Ellison's cotton figures brought down to August 1. The revised totals for last year have also been received and we give them for comparison. The spinners' takings in actual bales and pounds have been as follows:

October 1 to August 1.	Great Britain.	Continent.	Total.
For 1889-90.			
Takings by spinners...bales	2,935,000	3,470,000	6,405,000
Average weight of bales...lbs	468	443	454.5
Takings in pounds	1,373,580,000	1,537,210,000	2,910,790,000
For 1888-89.			
Takings by spinners...bales	2,833,000	3,415,000	6,248,000
Average weight of bales...lbs	454	432	446
Takings in pounds	1,286,545,000	1,499,163,000	2,785,702,000

According to the above, the average weight of the deliveries in Great Britain is 468 pounds per bale this season, against 454 pounds during the same time last season. The Continental deliveries average 443 pounds, against 432 pounds last year, and for the whole of Europe the deliveries average 454.5 pounds, against 446 pounds. Our dispatch also gives the full movement for this year and last year in bales of 400 pounds.

Oct. 1 to Aug. 1.	1889-90.			1888-89.		
Bales of 400 lbs. each, 000s omitted.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total
Spinners' stock Oct 1.	55	181	236	52	167	219
Takings in October...	283	180	463	243	176	419
Total supply.....	338	361	699	343	343	638
Consump. Oct., 4 wks.	292	320	612	255	304	559
Spinners' stock Nov. 1	46	41	87	40	39	79
Takings in November.	398	340	738	331	333	669
Total supply.....	444	381	825	371	377	748
Consump. Nov., 4 wks.	308	320	628	300	304	604
Spinners' stock Dec. 1	136	61	197	71	73	144
Takings in December.	442	518	960	403	454	857
Total supply.....	578	579	1,157	474	527	1,001
Consump. Dec., 5 wks.	385	400	785	375	380	755
Spinners' stock Jan. 1	193	179	372	99	147	246
Takings in January..	398	506	904	425	546	971
Total supply.....	591	685	1,276	524	693	1,217
Consump. Jan., 4 wks.	312	332	644	308	316	624
Spinners' stock Feb. 1	279	353	632	216	377	593
Takings in February.	317	454	771	334	380	714
Total supply.....	596	807	1,403	550	757	1,307
Consump. Feb., 4 wks.	312	332	644	308	316	624
Spinners' stock Mch. 1	284	475	759	242	441	683
Takings in March....	377	424	801	409	452	861
Total supply.....	661	889	1,560	651	893	1,544
Consump. Mar., 5 wks.	390	415	805	335	395	780
Spinners' stock Apr. 1	271	484	755	266	498	764
Takings in April.....	342	346	688	314	407	721
Total supply.....	613	830	1,443	580	905	1,485
Consump. Apr., 4 wks.	312	332	614	308	316	624
Spinners' stock May 1	301	498	799	272	589	861
Takings in May.....	357	480	837	299	459	758
Total supply.....	658	978	1,636	571	1,018	1,619
Consump. May, 5 wks.	390	415	805	385	395	782
Spinners' stock June 1	268	563	831	186	653	839
Takings in June.....	250	344	594	230	313	543
Total supply.....	518	907	1,425	416	986	1,382
Consump. June, 4 wks.	312	332	644	288	316	604
Spinners' stock July 1	206	575	781	128	650	778
Takings in July.....	270	251	521	228	223	451
Total supply.....	476	826	1,302	356	873	1,223
Consump. July, 4 wks.	312	332	644	288	316	604
Spinners' stock Aug. 1	164	494	658	68	557	625

The comparison with last year is made more striking by bringing together the above totals and adding the average weekly consumption up to this time for the two years.

Oct. 1 to Aug. 1. Sales of 400 lbs. each. 000s omitted.	1889-90.			1888-89.		
	Great Britain	Conti- nent	Total	Great Britain	Conti- nent	Total
Spinners' stock Oct 1.	55	181	236	52	187	219
Takings to Aug. 1....	3,434	3,843	7,277	3,216	3,748	6,964
Supply.....	3,489	4,024	7,513	3,263	3,915	7,183
Consumpt'n 4 weeks	3,325	3,530	6,855	3,200	3,358	6,558
Spinners' stock Aug. 1	164	494	658	68	557	625
<i>Weekly Consumption, 000s omitted.</i>						
In October.....	*76.0	80.0	156.0	*75.0	76.0	151.0
In November.....	77.0	80.0	157.0	75.0	76.0	151.0
In December.....	77.0	80.0	157.0	75.0	76.0	151.0
In January.....	78.0	83.0	161.0	77.0	79.0	156.0
In February.....	78.0	83.0	161.0	77.0	79.0	156.0
In March.....	78.0	83.0	161.0	77.0	79.0	156.0
In April.....	78.0	83.0	161.0	77.0	79.0	156.0
In May.....	78.0	83.0	161.0	77.0	79.0	156.0
In June.....	78.0	83.0	161.0	77.0	79.0	156.0
In July.....	78.0	83.0	161.0	72.0	79.0	151.0

* Average as given by Mr. Ellison; deduction mad. from month's total on account of stoppage of spindles.

The foregoing shows that the weekly consumption is now 161,000 bales of 400 pounds each, against 151,000 bales of like weights at the corresponding time last year. The total spinners' stocks in Great Britain and on the Continent have decreased 123,000 bales during the month, but are now 33,000 bales more than on the same date last season.

COTTON CROP CIRCULAR.—Our annual Cotton Crop Review will be ready in circular form about Thursday, the 11th of September. Parties desiring the circular in quantities, with their business card printed thereon, should send in their orders as soon as possible, to ensure early delivery.

AVERAGE OF TEMPERATURE AND RAINFALL.—As of interest in connection with our monthly weather record, we have prepared the subjoined tables, which show the State averages of rainfall and thermometer in April, May, June and July for six years, 1885 to 1890 inclusive. The thermometer averages are given first:

Thermometer Averages.	April.			May.			June.			July.		
	High	Low	Avg.	High	Low	Avg.	High	Low	Avg.	High	Low	Avg.
N. CAROLINA												
1890.....	80.6	32.5	59.3	87.0	44.3	66.0	97.0	60.9	77.2	93.8	56.9	75.8
1889 (good)	80.0	39.1	61.4	91.5	59.3	68.7	94.7	59.5	79.1	92.4	64.2	78.2
1888 (good)	88.0	29.0	60.0	93.9	43.5	68.1	93.3	55.0	76.4	94.0	67.0	78.3
1887 (good)	84.0	39.8	58.0	89.3	50.3	70.5	94.8	52.9	75.3	100.1	67.1	81.0
1886 (fair)	81.2	39.4	60.9	91.9	47.8	69.7	91.9	57.3	73.9	93.5	62.5	76.7
1885 (fair)	84.0	34.9	62.0	87.6	48.6	69.1	93.4	58.4	75.8	96.0	60.1	81.4
S. CAROLINA												
1890.....	86.0	42.6	68.9	81.0	47.3	71.4	97.3	66.7	80.6	93.5	62.2	78.0
1889 (good)	81.9	39.5	64.0	95.0	55.9	72.2	95.2	68.3	75.5	95.3	69.2	79.2
1888 (good)	85.7	39.7	64.7	89.7	44.1	70.2	93.8	68.0	78.5	96.7	64.9	78.6
1887 (good)	80.9	35.7	60.9	90.9	49.0	70.4	96.0	62.6	78.5	101.1	68.5	80.4
1886 (fair)	81.5	36.8	63.2	92.4	50.2	72.6	96.7	63.9	79.0	96.0	64.7	79.0
1885 (fair)	83.0	37.0	61.9	89.8	51.0	70.0	98.6	67.8	81.7	93.9	63.9	79.7
FLORIDA												
1890.....	88.2	53.6	73.4	90.0	52.9	74.5	93.0	68.2	80.4	93.8	60.7	80.1
1889 (good)	87.6	52.6	69.8	92.6	50.5	72.6	95.9	65.0	77.0	94.0	62.0	79.7
1888 (good)	87.0	50.8	70.8	91.1	57.1	75.1	94.7	62.7	79.3	95.8	63.7	81.1
1887 (good)	80.9	45.9	65.0	92.9	50.9	70.8	95.3	61.5	76.5	97.0	60.0	80.0
1886 (good)	80.3	40.6	65.6	93.0	51.0	73.0	96.0	62.0	78.0	97.0	61.0	82.4
1885 (fair)	83.7	40.1	64.5	92.9	49.2	72.9	94.3	61.1	77.8	92.8	63.0	79.2
ALABAMA												
1890.....	83.3	49.0	66.1	86.9	49.5	71.8	93.0	67.7	80.0	97.1	63.3	80.7
1889 (good)	86.2	43.2	61.7	93.0	45.0	70.2	91.9	62.5	78.7	95.6	63.6	80.6
1888 (good)	88.0	50.9	67.5	97.4	52.7	75.1	97.4	67.0	80.5	98.4	64.1	81.5
1887 (good)	88.0	50.9	67.5	97.4	52.7	75.1	97.4	67.0	80.5	98.4	64.1	81.5
1886 (fair)	83.8	40.1	64.5	92.9	49.2	72.9	94.3	61.1	77.8	92.8	63.0	79.2
1885 (fair)	84.3	38.5	68.8	88.3	48.9	69.4	92.6	60.1	78.0	97.0	61.6	80.7
LOUISIANA												
1890.....	85.1	47.0	68.4	90.3	50.3	79.7	94.4	63.8	79.4	98.7	68.8	81.9
1889 (good)	86.8	49.7	68.8	90.9	49.1	71.9	92.9	52.5	78.9	95.6	70.9	81.9
1888 (good)	89.3	47.9	65.4	97.7	53.3	74.7	94.0	52.5	78.9	97.6	69.5	81.7
1887 (good)	89.4	45.1	69.0	97.0	52.1	74.5	96.1	58.9	80.2	97.0	68.5	82.5
1886 (fair)	81.1	39.1	63.9	75.8	57.8	70.8	93.6	70.0	80.4	98.0	69.0	82.4
1885 (fair)	83.1	38.1	67.0	88.9	53.6	74.1	93.1	62.9	79.7	95.7	63.6	81.0
MISSISSIPPI												
1890.....	84.2	44.6	63.9	89.4	40.7	67.7	94.1	60.7	79.4	98.7	68.8	81.6
1889 (good)	81.4	42.6	63.5	89.7	43.7	67.7	94.7	62.7	79.4	98.0	65.5	78.6
1888 (good)	83.6	43.7	65.4	89.9	50.1	70.4	94.9	55.3	79.5	98.3	67.0	80.0
1887 (good)	80.9	36.8	63.0	90.5	53.7	72.5	95.9	58.0	78.0	98.5	65.2	78.5
1886 (fair)	81.6	34.3	63.8	90.4	50.7	72.0	94.7	55.9	72.5	95.7	65.2	78.5
1885 (fair)	83.7	37.0	62.6	87.1	44.2	66.7	92.2	60.5	78.5	96.4	63.4	80.4

The rainfall averages are as follows:

Rainfall Averages.	April.		May.		June.		July.	
	Rain-fall.	Days rain.	Rain-fall.	Days rain.	Rain-fall.	Days rain.	Rain-fall.	Days rain.
N'TH CAROLINA.								
1890	2.22	7	5.63	13	2.32	9	7.01	12
1888 (good).	3.86	10	5.60	8 ¹ / ₂	2.67	13	8.99	12
1888 (good).	1.44	6	7.68	8 ¹ / ₂	3.28	8	7.29	9
1887 (good).	2.57	8	5.52	12	4.8	9 ¹ / ₂	6.63	11
1886 (fair).	2.46	6	3.39	7	5.75	14 ¹ / ₂	9.18	13
1885 (fair).	2.60	8	7.41	18	4.04	9	4.37	9 ¹ / ₂
SOUTH CAROLINA.								
1890	2.50	7	4.68	13	1.70	8	10.18	16
1889 (good).	2.27	6	1.59	5 ¹ / ₂	5.08	11	7.57	13
1888 (good).	1.42	4	7.29	10	4.80	10 ¹ / ₂	4.22	9
1887 (good).	2.39	5	3.24	10	3.02	8 ¹ / ₂	6.98	9
1886 (fair).	2.45	5	5.69	9	8.06	14	5.60	12
1885 (fair).	1.55	7	5.18	13	4.29	10	4.80	10
GEORGIA.								
1890	2.00	6	5.57	10 ¹ / ₂	2.39	7	6.93	11
1889 (good).	2.25	6	1.47	4	6.23	12	8.37	14
1888 (good).	1.41	3	5.75	11	3.85	10	2.43	7 ¹ / ₂
1887 (good).	1.97	5	5.25	9	5.58	8 ¹ / ₂	11.39	14
1886 (fair).	2.05	6	4.39	9	9.78	16 ¹ / ₂	5.00	11
1885 (fair).	1.68	7	5.83	12	4.77	9	4.25	10
FLORIDA.								
1890	0.85	5	10.23	14	6.85	15 ¹ / ₂	9.23	18
1889 (good).	2.92	6	1.00	8 ¹ / ₂	7.30	7.83	1.00	10
1888 (good).	1.03	4	5.93	12	4.32	11 ¹ / ₂	5.54	12
1887 (good).	2.09	5	4.18	9 ¹ / ₂	7.17	13	9.66	13 ¹ / ₂
1886 (fair).	3.53	8	1.68	4 ¹ / ₂	8.82	13	13.74	23
1885 (fair).	1.27	3 ¹ / ₂	5.51	11	9.32	18	6.80	16
ALABAMA.								
1890	2.81	8	6.90	11	3.97	14	5.87	14
1889 (good).	2.88	6	1.52	3 ¹ / ₂	4.22	5 ¹ / ₂	5.84	15
1888 (good).	2.30	6	6.25	13 ¹ / ₂	6.05	8	4.67	9 ¹ / ₂
1887 (good).	1.62	5	3.13	10 ¹ / ₂	5.44	7 ¹ / ₂	9.70	17 ¹ / ₂
1886 (fair).	6.66	7 ¹ / ₂	4.45	6 ¹ / ₂	8.10	17	4.75	12
1885 (fair).	3.65	8	5.44	12	3.37	10	6.17	14
LOUISIANA.								
1890	6.25	9 ¹ / ₂	9.86	9 ¹ / ₂	5.61	10	3.52	11
1889 (good).	4.18	1.30	4 ¹ / ₂	7.71	5.62	14	5.80	15
1888 (good).	2.75	6 ¹ / ₂	6.00	11 ¹ / ₂	5.45	18 ¹ / ₂	2.06	11
1887 (good).	1.23	4 ¹ / ₂	5.29	8 ¹ / ₂	6.59	7 ¹ / ₂	7.37	14
1886 (fair).	5.63	8 ¹ / ₂	1.23	3	7.76	15 ¹ / ₂	4.90	12
1885 (fair).	4.58	11	4.61	10	5.11	9	5.18	12
MISSISSIPPI.								
1890	6.92	8	5.14	9	4.48	9	3.61	10
1889 (good).	2.97	5 ¹ / ₂	1.78	3 ¹ / ₂	8.15	12	2.71	12
1888 (good).	2.94	4	3.46	5 ¹ / ₂	4.13	10 ¹ / ₂	3.09	9 ¹ / ₂
1887 (good).	1.98	5	4.12	8 ¹ / ₂	3.06	7 ¹ / ₂	5.69	11 ¹ / ₂
1886 (fair).	7.87	10 ¹ / ₂	1.92	5	7.63	17 ¹ / ₂	2.67	6 ¹ / ₂
1885 (fair).	3.93	8	3.25	5	3.12	7 ¹ / ₂	4.84	10
ARKANSAS.								
1890	8.16	13	5.77	11	4.78	9	2.97	8
1889 (good).	3.94	9	5.15	6	5.37	14	5.42	12
1888 (good).	2.75	6	6.00	5	7.71	13	5.82	14
1887 (good).	1.23	4 ¹ / ₂	4.58	9	8.08	11 ¹ / ₂	3.77	9
1886 (fair).	5.63	8 ¹ / ₂	1.23	3	7.76	15 ¹ / ₂	5.01	10
1885 (fair).	4.58	11	2.69	10	7.68	16	3.25	7
TENNESSEE.								
1890	4.21	12	4.42	13	3.24	9	1.26	7
1889 (good).	2.96	8	3.24	4	4.37	16	5.53	14
1888 (good).	3.03	7	3.04	10	5.24	11 ¹ / ₂	2.68	8
1887 (good).	2.32	6 ¹ / ₂	3.04	11 ¹ / ₂	5.45	9	3.19	13
1886 (fair).	2.74	12	2.54	10	7.68	16	2.96	10
1885 (fair).	3.22	11 ¹ / ₂	4.02	10	3.08	8	4.54	12
TEXAS.								
1890	5.33	11	5.18	8	4.25	4	1.55	7
1889 (good).	2.17	6 ¹ / ₂	2.99	5 ¹ / ₂	5.23	8 ¹ / ₂	3.83	5 ¹ / ₂
1888 (good).	4.83	9	5.22	11	5.11	11	2.15	10
1887 (good).	1.83	5	6.01	9	3.42	8 ¹ / ₂	1.74	6 ¹ / ₂
1886 (fair).	2.98	9	0.11	2	3.01	9 ¹ / ₂	2.00	9 ¹ / ₂
1885 (fair).	5.01	12	7.43	11	3.64	7 ¹ / ₂	1.82	7 ¹ / ₂
TEXAS.								
1890	5.33	11	5.18	8	4.25	4	1.55	7
1889 (good).	2.17	6 ¹ / ₂	2.99	5 ¹ / ₂	5.23	8 ¹ / ₂	3.83	5 ¹ / ₂
1888 (good).	4.83	9	5.22	11	5.11	11	2.15	10
1887 (good).	1.83	5	6.01	9	3.42	8 ¹ / ₂	1.74	6 ¹ / ₂
1886 (fair).	2.98	9	0.11	2	3.01	9 ¹ / ₂	2.00	9 ¹ / ₂
1885 (fair).	5.01	12	7.43	11	3.64	7 ¹ / ₂	1.82	7 ¹ / ₂
TEXAS.								
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1887 (good).	1.83	5	6.01	9	3.42	8 ¹ / ₂	1.74	6 ¹ / ₂
1886 (fair).	2.98	9	0.11	2	3.01	9 ¹ / ₂	2.00	9 ¹ / ₂
1885 (fair).	5.01	12	7.43	11	3.64	7 ¹ / ₂	1.82	7 ¹ / ₂
COLLECTING THE THREE MONTHS' FIGURES OF THE PRESENT SEASON, AND COMPARING THEM WITH THE REPORTED CONDITION FOR THE SAME MONTHS OF LAST SEASON WE HAVE THE FOLLOWING RESULTS:								

WEATHER RECORD FOR JULY.—Below we give the rainfall and thermometer record for the month of July and previous months of this year and the two preceding years. The figures are from the records of the Signal Service Bureau, except at points where they have no station, and at those points they are from records kept by our own agents.

Thermometer	April.		May.		June.		July.		
	1890	1889	1888	1890	1889	1888	1890	1889	1888
VIRGINIA.									
Nowhere.									
Highest...	84°	80°	95°	86°	93°	90°	95°	93°	90°
Lowest...	33°	36°	32°	47°	45°	50°	63°	55°	58°
Average...	55°	50°	55°	67°	69°	69°	74°	73°	73°
Weldon...									
Highest...	85°	86°	91°	87°	95°	91°	98°	93°	92°
Lowest...	23°	32°	31°	41°	45°	48°	55°	50°	52°
Average...	55°	51°	55°	65°	68°	68°	75°	70°	70°
Charlottesville...									
Highest...	88°	85°	90°	87°	90°	90°	95°	92°	90°
Lowest...	39°	37°	43°	45°	45°	45°	50°	48°	48°
Average...	65°	62°	63°	74°	72°	72°	78°	75°	75°
Stateburg...									
Highest...	85°	80°	84°	82°	85°	82°	87°	84°	82°
Lowest...	22°	30°	36°	32°	35°	32°	38°	35°	35°
Average...	52°	45°	55°	53°	55°	53°	58°	56°	56°
Holiday...									
Highest...	87°	80°	94°	92°	97°	90°	95°	91°	90°
Lowest...	72°	70°	76°	75°	72°	72°	78°	75°	75°
Average...	79°	75°	80°	78°	82°	82°	87°	84°	84°
Lake City...									
Highest...	90°	94°	90°	92°	90°	90°	95°	90°	90°
Lowest...	76°	70°	82°	77°	80°	80°	87°	82°	82°
Average...	87°	80°	87°	84°	85°	85°	90°	87°	87°
Lowest...	51°	48°	56°	53°	50°	50°	61°	58°	58°
Average...	67°	64°	67°	74°	74°	74°	78°	75°	75°
Holiday...									
Highest...	84°	80°	87°	82°	85°	82°	87°	84°	84°
Lowest...	60°	54°	59°	56°	60°	60°	65°	62°	62°
Average...	70°	67°	72°	70°	73°	73°	78°	75°	75°
Lowell...									
Highest...	86°	80°	87°	82°	85°	82°	87°	84°	84°
Lowest...	67°	64°	69°	65°	68°	68°	73°	70°	70°
Average...	74°	70°	74°	72°	75°	75°	78°	75°	75°
Lowell...									
Highest...	82°	78°	86°	80°	90°	90°	90°	90°	90°
Lowest...	45°	40°	44°	42°	45°	45°	48°	46°	46°
Average...	64°	60°	67°	64°	65°	65°	70°	68°	68°
Brookhaven...									
Highest...	82°	80°	86°	80°	90°	90°	90°	90°	90°
Lowest...	67°	63°	68°	65°	71°	71°	78°	75°	75°
Average...	74°	70°	74°	72°	75°	75°	78°	75°	75°

Figures for 1888 are for Archer.

Thermometer	April.			May			June.			July.			Rainfall.	April.			May.			June.			July.			
	1890.	1890.	1888.	1890.	1889.	1888.	1890.	1889.	1888.	1890.	1889.	1888.		1890.	1889.	1888.	1890.	1889.	1888.	1890.	1889.	1888.	1890.	1889.	1888.	
MISSISSIPPI.																										
Lebanon																										
Highest.	83° 0	83° 0	84° 0	90° 0	90° 0	89° 0	96° 0	90° 0	94° 0	97° 0	94° 0	97° 0														
Lowest.	47° 0	42° 0	44° 0	52° 0	43° 0	44° 0	69° 0	45° 0	54° 0	65° 0	61° 0	64° 0														
Average.	64° 9	64° 7	65° 8	71° 2	67° 0	67° 4	79° 3	74° 9	74° 7	82° 4	79° 2	80° 5														
Clarkdale.																										
Highest.	93° 0	80° 0	82° 0	99° 0	88° 0	89° 0	98° 0	90° 0	90° 0	96° 0	89° 0	92° 0														
Lowest.	40° 0	41° 0	39° 0	46° 0	41° 0	44° 0	81° 0	47° 0	56° 0	63° 0	64° 0	61° 0														
Average.	65° 3	61° 2	65° 1	71° 6	65° 8	69° 3	79° 4	71° 3	74° 5	80° 4	78° 9	77° 2														
ARKANSAS.																										
Little Rock.																										
Highest.	81° 0	80° 0	90° 0	87° 0	85° 0	83° 0	91° 0	91° 0	95° 0	97° 0	95° 0	97° 3														
Lowest.	38° 0	45° 0	43° 0	49° 0	44° 0	45° 0	69° 0	51° 0	56° 0	68° 0	65° 0	62° 0														
Average.	62° 5	62° 8	66° 2	67° 5	69° 1	75° 2	73° 0	75° 5	81° 3	80° 4	81° 3	81° 3														
Helena.																										
Highest.	82° 0	82° 0	84° 0	87° 0	86° 0	86° 0	90° 0	90° 0	90° 0	99° 0	93° 0	94° 0														
Lowest.	42° 0	45° 0	46° 0	48° 0	45° 0	48° 0	64° 0	48° 0	51° 0	61° 0	64° 0	61° 0														
Average.	62° 7	64° 5	64° 5	70° 0	60° 5	65° 7	80° 8	72° 6	77° 0	80° 0	80° 0	77° 0														
Fort Smith.																										
High.	88° 0	87° 0	89° 7	89° 0	89° 0	89° 0	102° 0	94° 0	93° 2	101° 0	98° 0	99° 5														
Lowest.	39° 0	42° 0	45° 0	48° 0	40° 0	44° 0	108° 0	50° 0	58° 0	58° 0	52° 0	53° 4														
Average.	61° 0	62° 8	65° 1	69° 0	58° 7	67° 7	75° 3	72° 5	78° 0	80° 4	79° 5	80° 3														
TENNESSEE.																										
Nashville.																										
Highest.	82° 0	83° 0	85° 0	89° 0	91° 0	88° 4	98° 0	88° 0	96° 0	98° 0	93° 0	97° 0														
Lowest.	37° 0	33° 0	38° 0	37° 0	40° 0	37° 0	62° 0	48° 0	51° 0	69° 0	62° 0	62° 0														
Average.	60° 0	58° 8	61° 9	66° 0	65° 0	66° 0	80° 0	71° 0	74° 0	80° 0	75° 0	75° 0														
Memphis.																										
Highest.	83° 0	83° 0	89° 0	90° 0	90° 0	88° 4	96° 0	92° 0	93° 6	98° 0	94° 0	97° 2														
Lowest.	39° 0	41° 0	43° 0	48° 0	47° 0	46° 0	63° 0	52° 0	53° 8	64° 0	64° 0	64° 4														
Average.	61° 8	61° 8	64° 2	69° 2	62° 9	62° 9	80° 6	73° 0	75° 4	81° 0	80° 5	80° 7														
Ashwood.																										
Highest.	80° 0	81° 0	82° 0	88° 0	88° 0	88° 0	98° 0	87° 0	91° 0	97° 0	90° 0	97° 0														
Lowest.	39° 0	35° 0	38° 4	42° 0	42° 0	41° 0	65° 0	45° 0	47° 0	63° 0	62° 0	65° 0														
Average.	50° 0	52° 0	56° 8	66° 0	65° 5	57° 3	79° 5	71° 9	74° 0	78° 9	78° 0	79° 0														
Austin.																										
Highest.	82° 0	84° 0	86° 0	90° 0	86° 0	86° 0	96° 0	90° 0	98° 0	98° 0	91° 0	97° 0														
Lowest.	39° 0	34° 0	36° 0	38° 0	43° 0	34° 0	65° 0	45° 0	49° 0	53° 0	52° 0	61° 0														
Average.	61° 6	61° 6	63° 8	66° 3	65° 8	68° 0	80° 8	73° 0	79° 2	81° 1	79° 1	80° 9														
TEXAS.																										
Galveston.																										
Highest.	81° 0	76° 0	78° 0	85° 0	88° 0	84° 0	90° 0	88° 0	89° 6	92° 0	90° 5	91° 3														
Lowest.	56° 0	58° 0	55° 5	63° 0	57° 0	61° 8	63° 0	68° 0	69° 0	71° 0	72° 5	73° 5														
Average.	69° 9	69° 2	71° 2	75° 0	73° 7	74° 8	80° 3	78° 6	80° 2	82° 7	83° 8	82° 8														
Palestine.																										
Highest.	85° 0	87° 0	84° 4	88° 0	88° 0	88° 3	94° 0	91° 0	94° 4	97° 0	97° 0	94° 5														
Lowest.	46° 0	50° 0	41° 9	50° 0	48° 0	48° 6	58° 0	53° 0	53° 8	68° 0	70° 0	68° 9														
Average.	68° 0	67° 5	68° 5	72° 3	70° 5	70° 4	75° 2	73° 2	77.7	82° 0	81° 8	81° 8														
Fort Elliott.																										
Highest.	90° 0	88° 0	88° 0	90° 0	98° 0	98° 6	97° 0	96° 0	96° 8	98° 0	98° 0	100° 0	108° 0	101° 4												
Lowest.	28° 0	32° 0	37° 4	33° 0	35° 5	34° 0	50° 0	49° 0	53° 0	59° 0	59° 0	62° 0	62° 0	67° 0												
Average.	56° 4	57° 9	59° 5	64° 8	64° 8	64° 4	74° 4	71° 4	75° 6	80° 4	79° 4	79° 0														
Austin.																										
Highest.	89° 0	80° 0	80° 0	91° 0	90° 3	92° 0	92° 0	65° 0	65° 0	95° 0	101° 0	90° 0	93° 0													
Lowest.	41° 0	47° 0	50° 0	51° 0	46° 3	51° 0	87° 0	85° 0	85° 1	87° 5	85° 2	85° 0														
Average.	65° 9	69° 9	73° 2	71° 0	73° 3	75° 1	81° 3	79° 3	82° 7	83° 4	84° 4	84° 0														
GEORGIA.																										
Augusta.																										
Rainfall.	23° 3	27° 1	0° 57	5° 28	1° 02	5° 10	4° 24	4° 41	3° 26	6° 03	1° 35	5° 56														
Days rain.	8	5	2	11	3	10	9	12	14	10	17	21														
Average.	20° 4	25° 4	1° 34	6° 32	3° 16	6° 86	1° 12	5° 03	4° 71	5° 37	5° 07	5° 56														
Athens.																										
Rainfall.	20° 4	24° 4	1° 34	6° 32	3° 16	6° 86	1° 12	5° 03	4° 71	5° 37	5° 07	5° 56														
Days rain.	13	6	4	13	7	15	8	10	14	10	14	17														
Average.	21° 9	15° 1	0° 91	0° 88	0° 91	0° 96	0° 95	0° 96	0° 97	0° 98	0° 98	0° 98														
Georgia.																										
Rainfall.	10° 3	13° 8	1° 07	3° 13	0° 95	0° 88	0° 91	0° 96	0° 98	0° 97	0° 98	0° 98														
Days rain.	4	4	2	9	4	16	13	18	13</td																	

TEXAS COTTON CROP.—The Galveston *Daily News* of August 9 gave extensive reports on the cotton crop from its various correspondents throughout the State, which were summarized editorially as follows:

The crop reports published this morning by the *News*, while not so favorable as those published during the latter part of June, are most encouraging, and indicate that the present crop of cotton will be one of the largest, if not the largest, ever raised in the State. The reports are full and complete, covering the entire cotton-producing area, and embracing 276 ports in 128 counties. The dates run from August 2 to August 6, the average being August 5, and since then no material change has taken place except a gradual extension of the rainfall into the regions complaining of drought. Nearly all the unfavorable reports come from west and southwest Texas. Central, southeast and the coast counties report crop fully up to or above last year, while, as a rule, the crops in central Texas are the best that have been produced in years. There is some complaint of worms, but no damage has yet been done, and as the farmers are prepared to kill them off, it is not probable that there will be any. A good idea of the exact condition of the cotton crop may be formed from the following summary of reports: One hundred and ten points report the condition as good, 75 as very good (comparison being made with the famous yield of 1882 with these), 65 as fair and 28 as not good. Several counties reported no cotton raised. The corn crop is far from a good one, the drought cutting it short. On the whole the outlook is favorable, however, and at present the Texas farmers have little cause to complain.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movements since Sept. 1, 1889, and in previous years, have been as follows:

Monthly receipts.	Year Beginning September 1.					
	1889.	1888.	1887.	1886.	1885.	1884.
Sept'mbr	561,710	332,017	654,776	359,203	385,642	345,445
October	1,325,358	1,133,016	1,213,404	1,034,450	1,055,524	1,090,385
Novemb'r	1,257,520	1,159,063	1,178,436	1,169,979	1,093,552	1,122,164
Decemb'r	1,116,928	1,103,713	963,584	1,164,886	1,069,920	1,104,211
January	700,909	718,091	527,570	644,681	543,393	475,757
February	410,044	461,201	341,274	404,272	414,656	261,449
March	213,697	330,510	225,042	258,332	283,645	163,503
April	110,053	166,571	128,721	89,186	202,866	103,375
May	57,362	66,319	131,498	47,426	133,147	35,575
June	25,191	18,102	72,438	17,648	84,715	11,855
July	13,715	19,306	56,009	14,834	45,847	10,194
Total	5,792,487	5,507,909	5,492,752	5,204,947	5,303,907	4,723,913
Per cent of tot. port receipts July 31	99.28	98.04	97.83	98.45	98.91	

This statement shows that up to July 31 the receipts at the ports this year were 284,578 bales more than in 1888-89 and 299,735 bales more than at the same time in 1887-88. By adding to the totals to July 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1889-90.	1888-89.	1887-88.	1886-87.	1885-86.	1884-85.
Tot. Jy 31	5,792,487	5,507,909	5,492,752	5,204,947	5,303,907	4,723,913
Aug. 1....	616	12	774	266	S.	78
" 2....	230	100	650	202	479	S.
" 3....	8.	4	3,420	162	465	112
" 4....	403	S.	526	333	559	150
" 5....	253	" 118	8.	268	845	27
" 6....	189	253	746	1,048	941	29
" 7....	209	52	2,471	S.	564	12,225
" 8....	6,590	59	897	2,467	S.	23
" 9....	203	524	1,874	1,273	1,255	S.
" 10....	S.	37	3,401	1,297	924	210
" 11....	415	S.	1,691	472	409	149
" 12....	376	212	S.	713	1,099	423
" 13....	1,498	202	4,768	1,006	4,007	348
" 14....	248	97	4,083	S.	1,949	1,962
" 15....	1,016	156	1,874	1,546	S.	296
Total	5,804,763	5,509,735	5,519,867	5,216,000	5,316,506	4,739,955
Percentage of total port recpts Au. 15	99.31	98.52	98.22	98.52	99.25	

This statement shows that the receipts since Sept. 1 up to to-night are now 295,028 bales more than they were to the same day of the month in 1889 and 284,896 bales more than they were to the same day of the month in 1888. We add to the table the percentages of total port receipts which had been received to August 15 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 16,336 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

	Total bales
NEW YORK—To Liverpool, per steamers Alaska, 1,319... City of Chicago, 692... Gaditano, 736... Germanic, 1,636...	
Red Sea, 591... Servia, 946... Spain, 1,498... 7,418	
To Hamburg, per steamer Suevia, 67... 67	
NEW ORLEANS—To Liverpool, per steamers Caribbean, 389... Costa Rican, 4,999... Mariner, 3,409... 8,797	
BOSTON—To Liverpool, per steamer Venetian, 1... 1	
To Halifax, per steamer Worcester, 53... 53	
Total	16,336

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Hamburg.	Halifax.	Total.
New York	7,418	67	—	7,485
New Orleans	8,797	—	53	8,797
Boston	1	—	53	54
Total	16,216	67	53	16,336

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	564	564	564	564	564	564
Do late deliv'y. d.	—	—	—	—	—	—
Havre, steam...c.	14@518	14@518	14@518	14@518	14@518	14@518
Do sail...c.	—	—	—	—	—	—
Bremen, steam...c.	718	718	718	718	718	718
Do indirect...c.	—	—	—	—	—	—
Hamburg, steam...c.	13@2@718	13@2@718	13@2@718	13@2@718	13@2@718	13@2@718
Do via indirect...c.	—	—	—	—	—	—
Antwerp, steam...c.	45*	45*	45*	45*	45*	45*
Do indirect...d.	—	—	—	—	—	—
Reval, steam...d.	13@4@732	13@4@732	13@4@732	13@4@732	13@4@732	13@4@732
Do sail...d.	—	—	—	—	—	—
Barcelona, steam d.	932	932	932	932	932	932
Genoa, steam...d.	1564	1564	1564	1564	1564	1564
Frieste, steam...d.	932	932	932	932	932	932
Antwerp, steam d.	18	18	18	18	18	18

* Per 100 lbs.

LIVERPOOL.—By cable from Liverpool we have the following statement of the week's sales, stocks, &c., at that port.

	July 25.	Aug. 1.	Aug. 8.	Aug. 15.
Sales of the week.....bales	64,000	43,000	23,000	33,000
Of which exporters took...	2,000	1,000	1,000	2,000
Of which speculators took...	15,000	2,000	2,000	5,000
Sales American.....	50,000	30,000	17,000	22,000
Forwarded.....	2,000	2,000	5,000	5,000
Forwarded.....	55,000	56,000	40,000	48,000
Total stock—Estimated	769,000	745,000	713,000	684,000
Of which American—Estimated	430,000	394,000	368,000	344,000
Total import of the week.....	24,000	34,000	15,000	24,000
Of which American.....	7,000	9,000	6,000	15,000
Amount afloat.....	60,000	59,000	80,000	60,000
Of which American.....	15,000	15,000	30,000	20,000

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 15, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednesday	Thurs'dy.	Friday.
Market, 1:45 P. M.	Dull.	Dull.	Harden'g.	Steady.	In buyers' favor.	Drooping.
Mid.Upl'ds.	611 ₁₈	611 ₁₈	611 ₁₈	611 ₁₈	611 ₁₈	611 ₁₈
Sales.....	4,000	5,000	8,000	8,000	7,000	4,000
Spec. & exp.	500	500	1,0 ⁰	500	500	400
Futures.						
Market, 1:45 P. M.	Steady.	Quiet.	Steady.	Quiet at 1:45 de-oline.	Easy.	Steady at partially 1:45 adv.
Market, 4 P. M.	Steady.	Quiet.	N'ar st'dy. distant easy.	Easy.	Quiet but steady.	Quiet.

The opening, highest, lowest and closing prices of futures at Liverpool for each day are given below. Prices are on the terms of Uplands, Low Middling clause, unless otherwise stated

The prices are given in pence and 64th. Thus: 5 63 means 5 63-64d., and 6 01 means 6 1-64d.

	Sat., Aug. 9.	Mon., Aug. 11.	Tues., Aug. 12.
Open	High	Low	Clos.
—	d.	d.	d.
August	639	639	639
Aug.-Sept.	634	634	634
September	634	634	634
Sept.-Oct.	602	602	602
Oct.-Nov.	556	557	557
Nov.-Dec.	555	555	555
Dec.-Jan.	554	554	554
Jan.-Feb.	554	554	554
Feb.-March.	555	555	555
Mch.-April.	556	556	556
April-May.	557	557	557
May-June..	559	559	559
Open	High	Low	Clos.
—	d.	d.	d.
August	640	640	640
Aug.-Sept.	637	637	636
September	637	637	636
Sept.-Oct.	601	601	601
Oct.-Nov.	555	555	555
Nov.-Dec.	553	553	553
Dec.-Jan.	552	552	552
Jan.-Feb.	552	552	552
Feb.-March.	553	553	553
Mch.-April.	555	555	555
April-May.	556	556	556
May-June..	558	558	558

Weds., Aug. 13. Thurs., Aug. 14. Fri., Aug. 15.

	Open	High	Low	Clos.
—	d.	d.	d.	d.
August	638	638	638	638
Aug.-Sept.	637	637	636	636
September	637	637	636	636
Sept.-Oct.	600	600	600	600
Oct.-Nov.	557	557	557	557
Nov.-Dec.	553	553	553	553
Dec.-Jan.	552	552	552	552
Jan.-Feb.	552	552	552	552
Feb.-March.	553	553	553	553
Mch.-April.	555	555	555	555
April-May.	556	556	556	556
May-June..	558	558	558	558

BREADSTUFFS.

FRIDAY, P. M., August 15, 1890.

The markets for flour and meal were buoyant and more active for the first half of the week under review, but, following the grain markets, they became dull and drooping. Quotations are advanced over the figures of last Friday, but at the close they are for the most part nominal. To-day there was only a limited local demand.

The wheat market was quite buoyant down to the opening of Wednesday's business. Weather reports from the Northwest were unfavorable, it having turned unseasonably cold, and there was a brisk export demand for spot wheat here and at an outport. The market was at times quite excited, but the weather reports improved and cable advices weakened, and under these influences, which caused free selling to realize, prices declined. To-day, however, there was a partial recovery. The advance in silver began to have an effect. Besides, the cholera in Turkey would embarrass shipments from southern Russia. The business in spot wheat early in the week included choice No. 1 hard spring at \$1 15@ \$1 16 1/2.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
August delivery.....	c. 100 ³ ₈	102 ⁸	103 ⁴	101 ⁸	103 ⁸	104 ⁵
September delivery.....	c. 100 ⁸	102 ⁸	104 ⁸	104 ⁸	105 ⁴	105 ⁸
October delivery.....	c. 101 ³	103 ⁴	104 ⁵	104 ⁸	105 ³	105 ⁸
November delivery.....	c. 102 ⁸	104 ⁸	105 ⁴	105 ⁸	105 ⁸	106 ⁴
December delivery.....	c. 102 ⁴	104 ⁸	106 ⁸	106 ⁸	105 ⁹	107 ⁸
January delivery.....	c. 103 ⁴	105 ⁸	107 ⁸	107 ⁸	106 ⁸	108 ⁸
May delivery.....	c. 106 ⁴	108 ⁸	110	110 ⁴	109 ⁸	111

Indian corn, after making a further advance, declined sharply, under sales to realize. There were copious rains over a large section of the great corn-growing region of the West which, it was believed, assured a better out-turn for next crop. Besides, this staple sympathized with wheat in its decline, and it is to this fact, and the advance in wheat, that we attribute the partial recovery in corn to-day. The business for shipment has been limited, and to-day was quite dull, No. 2 mixed selling at 54 1/4@ 55 1/4c. in elevators and afloat.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
August delivery.....	c. 56	56 ¹ ₂	55 ⁸	55	54 ⁸	54 ⁷
September delivery.....	c. 56 ¹ ₂	56 ¹ ₂	55 ⁸	55 ⁸	54 ¹ ₂	54 ⁷
October delivery.....	c. 56 ⁴	57 ¹ ₂	56 ⁸	55 ⁷	54 ⁷	55 ⁸
December delivery.....	c. .....	.....	55 ⁸	55 ⁴	56 ¹ ₂	56 ¹ ₂
May delivery.....	c.	60	59 ¹ ₂	59	57 ¹ ₂	58 ¹ ₂

Oats have followed corn and wheat, fluctuating with them in prices for future delivery, but the smallness of offerings for prompt delivery caused prices of lots on the spot to be more steadily maintained.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
August delivery.....	c. 44 ⁸	45 ¹ ₂	44 ⁸	43 ⁴	41 ¹ ₂	41 ¹ ₂
September delivery.....	c. 43 ⁴	44 ⁸	42 ⁸	42 ⁴	40 ⁸	40 ⁸
October delivery.....	c. 43 ⁴	43 ⁷ ₈	42 ⁸	42 ⁴	40 ⁸	40 ⁸
May delivery.....	c.	60	59 ¹ ₂	59	57 ¹ ₂	58 ¹ ₂

Rye is held higher, but quotations are wholly nominal. Barley is not yet opened for the season, but it seems to be conceded that the Canadian crop may be all marketed before any new tariff can be passed and go into operation.

The following are closing quotations for wheat flour in barrels. (Corresponding grades in sacks sell slightly below these figures):

	FLOUR.	
Fine.....	2 bbl. \$2 35@ \$2 65	Patent, winter..... \$5 10@ \$5 60
Superfine.....	3 00@ 3 50	City shipping, extras. 4 85@ 5 05
Extra, No. 2.....	3 65@ 3 95	Rye flour, superfine. 3 50@ 3 75
Extra, No. 1.....	4 00@ 4 40	Fine..... 3 20@ 3 45
Clears.....	4 30@ 4 80	Corn meal.....
Straights.....	4 75@ 5 10	Western, &c..... 2 75@ 3 00
Patent, spring.....	5 20@ 5 95	Brandywine..... 3 25@ 3 30

	GRAIN.	
Wheat—	c.	Corn, per bush.—
Spring, per bush...	95 @ 1 15	West'n mixed..... 53 @ 56
Spring No. 2.....	102 @ 1 07	West'n mixed No. 2. 54@ 55 ¹ ₂
Red winter No. 2.....	103 @ 1 04	Western yellow..... 54 @ 56
Red winter.....	90 @ 1 05	Western white..... 55 @ 57
White.....	95 @ 1 05	Oats—Mixed. 3 bu. 45 @ 46 ¹ ₂
White.....	60 @ 64	White..... 46 @ 52
State and Jersey.....	80 @ 65	No. 2 mixed..... 45@ 48 ¹ ₂
		No. 2 white..... 47 @ 48 ¹ ₂

AGRICULTURAL DEPARTMENT'S AUGUST REPORT.—The report of the Department of Agriculture for August 1 respecting cereal crops was issued on August 9, as follows:

There is a reduction in the condition of all cereals as reported by the Statistician of the Department of Agriculture. The decline from July 1 to August 1 is from 93 1/2 to 73 3/4 in corn; from 94 4/4 to 83 2/4 in spring wheat; from 81 6 to 70 1 in oats; from 88 3/4 to 82 8 in barley. Condition of buckwheat is 90 1/2, and of spring rye, 86 8. Condition of Irish potatoes is reduced from 91 7 to 77 4.

A fall of twenty points indicates the disaster which has befallen the corn crop within thirty days. The cause is the abnormally high temperature of the central maize districts, with insufficiency of rainfall.

The corn is late in the New England States, and will require a long, warm season to mature it. In the Middle States the high temperature has advanced growth in the northern districts, and in the more southern there has been some injury from droughts. The South Atlantic States report local drought, with subsequent rains and comparatively good, though somewhat reduced, condition of corn. Some counties in Mississippi have suffered materially from absence of seasonal moisture. In Louisiana the crop is in high condition, though somewhat late in the overflowed districts. In Texas the crop is now matured, and is good except in the area that has suffered most from drought. Late planted corn in Arkansas has been seriously injured by drought of the last three weeks in July. In western and southwestern part of Kentucky the crop has been severely scorched, but the rains since the 1st of July have materially relieved the fields of the central and eastern districts.

The southern counties of Ohio, Indiana and Illinois have received greater damage than the northern. Condition is slightly higher in Missouri. In Kansas the severity of the drought has culminated. Iowa and Nebraska are nearly in the status of the Ohio Valley, while Minnesota makes the highest average of all the States. Wisconsin suffers slightly and Michigan still more from drought.

Another crop of great importance, potatoes, has also been much damaged by drought. A low rate of yield is assured.

EXPORTS OF BREADSTUFFS FROM THE UNITED STATES FOR JULY, 1889 AND 1890.

Breadstuffs Exports.		July.				
		1890.	1889.			
Qu'ntities	Value.	Qu'ntities	Value.			
Barley, bush.	\$	\$	\$			
New York.....	.....	.....	.....
Boston.....	.....	.....	.....
Philadelphia.....	.....	.....	.....
Baltimore.....	.....	21	28		
New Orleans.....	.....	20	20		
Pac. cust. dists.*	80,195	17,057	47,591			
Other cus. dists.†	.....	.....	.....
	80,195	17,057	47,591			
Total, barley.	6,662,044	2,970,137	6,429,429			
Corn, bush.						
New York.....	90,753	55,467	15,650			
Boston.....	11,998	3,741	8,505			
Philadelphia.....	3,051	9,138	23,185			
Baltimore.....	1,254	4,895	1,039			
New Orleans.....	9	27	118			
Pac. cust. dists.*	1,048	2,467	4,240			
Other cus. dists.†	.....	.....	.....
	87,776	96,410	29,598			
Total, corn-meal.	321,260	116,753	15,558			
Oats, bush.						
New York.....	20,048	6,025	487			
Boston.....	.....	.....	215	
Philadelphia.....	.....	.....	.....
Baltimore.....	26	10	12			
New Orleans.....	10	29	11			
Pac. cust. dists.*	6,441	3,474	62,559			
Other cus. dists.†	237,562	83,503	51,186			
	55,445	200,906	129,861			
Total, oats.	4,306,554	4,000,918	3,241,895			
Oatmeal, lbs.						
New York.....	5,842	168	297,792			
Boston.....	1,925,010	59,765	631,716			
Philadelphia.....	.....	.....	.....
Baltimore.....	26	10	12			
New Orleans.....	10	29	11			
Pac. cust. dists.*	8,500	255	8,300			
Other cus. dists.†	75,000	2,062	.....		
	2,014,442	62,293	1,325,638			
Total, oatmeal.	2,014,442	62,293	1,325,638			
Wheat, bush.						
New York.....	1,732,114	1,686,410	1,018,824			
Boston.....	20,370	18,388	319,270			
Philadelphia.....	17,090	17,090	17,090			
Baltimore.....	906,440	808,324	409,340			
New Orleans.....	102,500	104,025	2,000			
Pac. cust. dists.*	1,325,654	1,082,425	1,449,181			
Other cus. dists.†	251,490	224,495	369,050			
	4,306,554	4,000,918	3,241,895			
Total, wheat.	2,939,320	1,041,308	825,819			
Wheat-flour, bbls.						
New York.....	84,672	402,334	100,329			
Boston.....	44,466	170,598	24,432			
Philadelphia.....	192,174	79,618	207,616			
Baltimore.....	5,684	26,060	10,397			
New Orleans.....	101,108	402,145	128,139			
Pac. cust. dists.*	68,002	277,760	52,665			
Other cus. dists.†	.....	.....	.....
	725,428	3,998,823	838,798			
Total, wheat-flour.	4,115,523	4,000,918	3,241,895			
Totals.						
New York.....	275,348	.....	3,911,230		
Boston.....	484,004	.....	340,612		
Philadelphia.....	2,380,669	.....	274,766		
Baltimore.....	490,523	.....	1,670,942		
New Orleans.....	1,518,930	.....	480,762		
Pac. cust. dists.*	990,625	.....	1,711,443		
Other cus. dists.†	.....	.....	953,091	
Grand total.....	10,733,669	.....	9,506,04		
* Value of exports from Pacific districts for the month of July, 1890:						
Oregon, Oregon.....	776,910	.....	120,964		
Puget Sound, Wash'n Terr'y.	.....	.....		
San Francisco, California.....	1,320,538	Total.....	\$1,518,430			
+ Value of exports from other customs districts for the month of July, 1890:						
Brazos, Texas.....	\$8,948	Miami, Ohio.....	\$95,560			
Chicago, Illinois.....	147,453	Newport News, Va.....	129,045			
Detroit, Michigan.....	50,724	Richmond, Va.....	11,869			
Duluth.....	341,765	Huron, Michigan.....	39,871			
	.....	Total.....	\$90,625		
NOTE.—This statement includes about 68 per cent of the entire exports of the articles named from all ports of the country.						
The movement of breadstuffs to market is indicated in the statement below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending August 9, 1890, and since August 1, for each of the last three years:						
Receipts at.	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
Bbls. 1992bs	Bush. 60 lbs	Bush. 56 lbs	Bush. 52 lbs	Bush. 48 lbs	Bush. 56 lbs	
Chicago.....	71,585	467,941	1,596,791	1,291,266	29,522	55,467
Milwaukee.....	43,550	79,294	8,190	79,900	85,500	10,856
Duluth.....	23,141	329,625	12,556
Minneapolis.....	119,970
Toledo.....	2,660	506,507	191,087	16,848	32,400	6,729
Detroit.....	3,235	294,045	14,604	54,768
Cleveland.....	9,193	62,694	18,085	31,275	3,189	700
St. Louis.....	28,270	656,864	464,405	288,740	2,263
Peoria.....	3,450	48,000	164,400	344,000	1,900
Tot.wk. 90.	185,054	2,654,850	2,465,598	2,106,397	105,411	85,006
Same wk. 90.	175,672	3,074,013	2,982,300	2,785,791	86,500	75,061
Same wk. '88.	257,605	3,507,786	1,685,512	1,109,073	10,341	70,274
Since Aug. 1.						
1890.....	185,034	2,854,880	2,465,598	2,106,397	105,411	85,006
1889.....	175,672	3,074,013	2,982,300	2,785,791	86,500	75,061
1888.....	237,605	3,507,786	1,685,512	1,109,073	10,341	70,274

The receipts of flour and grain at the seaboard ports for the week ended Aug. 9, 1890, follow:

	Flour,	Wheat,	Oorn,	Oats,	Barley,	Rye,	
At—	bbls.	bush.	bush.	bush.	bush.	bush.	
New York....	83,177	535,800	615,000	210,000	700	53,800	
Boston.....	44,936	51,810	187,290	59,020	750	650	
Montreal....	41,821	175,642	68,107	15,398	100	457	
Philadelphia....	16,543	114,187	34,330	95,898	.....	5,999	
Baltimore....	62,341	561,873	197,725	59,200	.....	100	
Richmond....	4,250	12,972	22,273	3,744	.....	100	
New Orleans....	24,007	82,263	226,747	28,377	.....	500	
Total week....	277,075	1,538,587	1,351,472	511,633	1,550	61,506	
Cor. week....	89,354,558	1,203,903	1,814,503	821,450	.....	37,620	

The exports from the several seaboard ports for the week ending August 9, 1890, are shown in the annexed statement:

Exports from—	Wheat.	Oorn.	Flour.	Oats.	Rye.	Peas.
	Bush.	Bush.	Bbls.	Bush.	Bush.	Bush.
New York	563,184	277,671	21,447	50,480	.....	.....
Boston.....	128,157	18,232	.....	.....	.....	.....
Portland.....	.....	.....	.....	.....	.....	.....
Montreal....	38,945	306,263	29,115	11,095	24,555	54,099
Philad'l....	97,904	57,000	6,682	.....	.....	.....
Baltimore....	486,067	177,827	39,04	.....	.....	.....
N. Or'lans....	112,377	465	.....	.....	.....	.....
N. News....	50,000	.....	.....	.....	.....	.....
Richm'd....	.....	2,825	.....	.....	.....	.....
Tot. week....	1,186,100	1,109,295	118,270	11,095	75,035	54,099
8'm time	786,812	1,647,455	140,849	3,397	32,789	14,624

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by water, August 9, 1890:

In store at—	Wheat,	Oorn,	Oats,	Rye,	Barley,
	bush.	bush.	bush.	bush.	bush.
New York.....	877,486	1,338,756	689,200	11,727	1,961
Do afloat....	186,600	223,000	.....	.....	.....
Albany.....	33,500	63,000	24,500	.....	.....
Buffalo....	451,327	599,898	76,706	41,047	64,302
Chicago....	4,423,191	3,999,684	485,945	241,995	18,378
Milwaukee....	196,237	7,742	3,855	56,857	78,790
Duluth....	9,2,143	16,085	100	.....	.....
Toledo....	1,310,745	257,520	22,381	24,942	.....
Detroit....	333,132	3,392	40,154	5,332	2,930
Oswego....	20,000	6,000	.....	130,000	.....
St. Louis....	2,268,064	1,465,860	94,292	1,630	.....
Do afloat....	11,356	.....	4,000	6,000	.....
Cincinnati....	1,000	.....	.....	.....	.....
Boston....	41,987	140,076	135,672	123	351
Toronto....	64,346	15,575	486	.....	15,402
Montreal....	73,320	77,379	124,184	.....	34,445
Philadelphia....	137,923	248,244	108,090	.....	.....
Pedra....	4,993	8,614	103,619	15,378	.....
Indianapolis....	271,648	1,600	4,500	150	.....
Baltimore....	767,205	185,642	32,760	9,329	.....
Minneapolis....	4,937,473	.....	16,067	.....	.....
St. Paul....	40,000	.....	.....	.....	.....
On Mississippi....	60,000	6,499	37,010	.....	.....
On Lakes....	435,796	1,415,255	211,413	8,000	.....
On canal & river....	584,000	1,045,800	10,000	42,400	10,000
Tot. Aug. 9'90....	18,490,492	11,103,270	2,259,713	483,196	362,559
Tot. Aug. 2'90....	18,372,679	11,564,852	2,530,817	464,093	399,996
Tot. Aug. 10'89....	13,370,998	6,438,425	4,003,754	807,562	444,021
Tot. Aug. 11'88....	25,227,699	8,539,012	1,773,327	176,989	145,535
Tot. Aug. 13'87....	32,771,061	8,802,771	3,719,831	301,434	131,001

* Cincinnati—Last week's stocks, this week's not received.

THE DRY GOODS TRADE.

NEW YORK, Friday P. M., August 15, 1890.

There was a buoyant feeling in the jobbing branches of the trade the past week, and an exceptionally good business in staple and department goods was done by all the principal local jobbers. The activity of the jobbing trade in wide sections of the interior was reflected in an improved re order demand for fall and winter fabrics at first hands and staple cotton goods, but package buyers on the spot bought sparingly, owing in a measure to impaired transportation facilities caused by a strike among the railroad employees of some of the leading truck lines. Operations on the part of buyers from Texas and other remote points in the South were rather more liberal than usual, because of "cutting" on freights by two of the principal transportation companies, which enabled merchants to forward their goods on very favorable terms. The market for domestic productions retains the firmness of tone reported for some time past, and foreign fabrics are stiffly held because of the uncertainty in regard to tariff legislation.

DOMESTIC WOOLEN GOODS.—Business in men's-wear woolens was steady, but moderate, the past week. Leading wholesale clothiers have already placed their initial orders for spring fabrics, and it is yet too early to look for a duplication demand. Stocks of spring clothing are, however, in such good shape that a moderately good supplementary business is expected by the commission houses. The demand for light-weight cassimeres was chiefly for low grades and the finest qualities, but some fair orders were placed for medium-priced goods. Worsted suiting and trouserings continued in pretty good demand, low and medium grade piece-dyed fabrics and fancies having shown most relative animation. Prices of clothing woolens are for the most part steady and unchanged. Light-weight satinetts were in fair demand, but Kentucky jeans and doekens ruled quiet in first hands. Dress goods, flannels, blankets, shawls, skirts and carpets were severally fairly active in jobbing circles, and there was a light hand-to-mouth demand for these goods at first hands.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending Aug. 12 were 1,977 packages, valued at \$104,683, their destination being to the points specified in the table below:

NEW YORK TO AUG. 12.	1890.		1889.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	14	3,781	99	6,572
Other European.....	4	1,143	25	1,261
China.....	100	25,990	560	31,711
India.....	.....	2,098	.....	2,795
Arabia.....	975	6,887	165	3,889
Africa.....	10	4,229	3	3,655
West Indies.....	388	8,738	316	9,578
Mexico.....	38	1,167	91	2,420
Central America.....	91	2,916	337	3,810
South America.....	356	17,026	1,434	24,552
Other countries.....	1	1,885	44	1,785
Total.....	1,977	75,860	3,074	92,028
* China, via Vancouver.....	4,355	35,303	1,462	33,926
Total.....	6,332	111,163	4,536	125,954

* From New England mill points direct.

The value of the New York exports since January 1 have been \$4,278,073 in 1890, against \$5,474,424 in 1889.

The demand for staple cotton goods by package buyers on the spot continued moderate, but re-orders by mail and wire were more numerous, and reached a considerable aggregate amount—a pretty sure indication that jobbers' reserve stocks have been heavily drawn upon the past few weeks. Prices of plain and colored cottons ruled firm, and slightly advanced figures for low grade brown and bleached goods were demanded in the latter part of the week. Printed calicos were in fair request, and there was a continued brisk demand for dark dress ginghams, which are in meagre supply and likely to become scarce later on, because the mills are now running on spring goods. Print cloths were in light demand, and prices have not improved, though the Fall River mills were shut down during the week.

Stock of Print Cloths—	1890.		1889.	
	Aug. 9.	Aug. 10.	Aug. 11.	Aug. 12.
Hold by Providence manufacturers.....	463,000	158,000	10,000	.....
Fall River manufacturers.....	250,000	7,000	None	None.
Providence speculators.....	None	None	None	5,000
Outside speculators (est.).....	9,000	None	None	5,000

Total stock (pieces)..... 722,000 165,000 15,000

FOREIGN DRY GOODS.—Imported goods were mostly quiet in first hands, but a very fair distribution was made by leading jobbers, who are perfectly willing to part with their goods on a strictly moderate margin of profit, irrespective of probable tariff legislation. Operations on the part of both jobbers and retailers were conducted on a very conservative basis, and an early settlement of the McKinley tariff bill—one way or the other—is necessary for the restoration of confidence.

IMPORTATIONS OF DRY GOODS.

The importations of dry goods at this port for the week ending Aug. 14, 1890, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

Manufactures of—	ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1890 AND 1889.					
	Week Ending Aug. 15, 1890.	Week Ending Aug. 14, 1890.	Week Ending Aug. 15, 1889.	Week Ending Aug. 14, 1889.	Week Ending Aug. 15, 1890.	Week Ending Aug. 14, 1889.
Manufactures of—						
Woolen.....	2,611	86,530	33,688	18,751	4,411	9,697
Cotton.....	543	9,701	2,329	1,098	1,292	2,576
Flax.....	384	9,701	3,273	1,344	1,129	2,129
Muslin.....	423	2,161	1,690	1,045	1,744	2,170
Total for consumption.....	2,465	61,543	14,741	6,301	4,426	9,951
Total on market.....	11,954	2,971,426	527,776	85,625,275	13,151	2,187,921
ENTERED FOR WAREHOUSE DURING SAME PERIOD.						
Manufactures of—						
Wool.....	860	31,755	20,377	7,703,627	827	2,357,233
Cotton.....	269	7,612	8,776	2,387,012	729	1,151,568
Flax.....	115,307	9,445	3,608,752	3,633	100,068	12,493
Muslin.....	725	7,301	10,446	3,608,752	3,633	2,924,406
Total.....	2,302	22,061	10,151	12,493	12,903	2,924,406
Entered for consumption.....	9,489	2,356,013	152,159	3,473	3,473	2,302,202
Total at the port....	11,731	2,982,064	532,694	87,704,445	532,694	78,905,164

Master's Sale.

MASTER'S SALE.

J. W. PHILLIPS and L. B. FISH,
Complainants,
vs.
TEXAS & ST. LOUIS RAILWAY COMPANY in Texas,
et al., Defendants.

Notice is hereby given that by a decree entered by the United States Circuit Court for the northern district of Texas, on the 21st day of January, 1880, in numbered cause on the 8th day of December, 1880, the undersigned was appointed special master commissioner with powers fully defined in said decree.

By virtue of and under the authority conferred by said decree, and an order of sale issued thereunder, the undersigned, Felix H. Robertson, special master commissioner, on Tuesday evening, the 1st day of September, 1880, at 12 o'clock noon, at the Court House door of McLennan County, in Waco, Texas, proceed to sell at public auction to the highest bidder, the following described land situated in the State of Texas, viz:

IN PECOS COUNTY.

Surveys No. 11, 13, 27, 29, 31, 8, 5, 15, 7, 9, 17, 19, 21, 23, 25, 31, 33, 35, in block 131.

Surveys No. 3, 5, 7, 9, 11, 15, 17, 19, in block 182.

Surveys No. 9, 11, 21, 23, 29, 1, 5, 7, 13, 15, 17, 19,

25, 27, 31, 33, 35, in block 129.

Surveys No. 11, 17, 19, 21, 21, 1, 3, 5, 23, 25, 27, 29, 31,

33, 35, 7, 9, 11, 13, 15, 17, 19, in block 183.

Surveys No. 9, 7, 23, 21, 18, 29, 35, 33, 5, 3, 1, 11, 17,

15, 13, 27, 25, 31, in block 134.

Survey No. 5, in block 122.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, in block

125.

Surveys No. 1, 33, 3, 5, 7, 9, 11, 13, 15, 17, 19, 35, 21,

23, 25, 27, 29, 31, in block 135.

Surveys No. 9, 11, 21, 23, 29, 31, 8, 5, 7, 13, 15, 17, 19,

25, 27, 31, 33, 35, in block 127.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 25, 29,

27, 29, 31, 33, 35, in block 130.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27,

29, 31, 33, 35, in block 133.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27,

29, 31, 33, 35, in block 136.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27,

29, 31, 33, 35, in block 137.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27,

29, 31, 33, 35, in block 138.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27,

29, 31, 33, 35, in block 139.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27,

29, 31, 33, 35, in block 140.

Survey No. 19, 17, 1, 3, 5, 7, 9, 11, 13, 15, in block

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Survey No. 35, 33, 31, 5, 7, 9, 11, 13, 26, 27, 25, 23, 21,

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29, 31, 33, 35, in block 142.

Survey No. 17, 15, 13, 11, 9, 5, 7, 3, 1, in block 143.

Surveys No. 9, 15, 21, 27, 33, in block 147.

Surveys No. 33, 31, 27, 29, 3, 5, 7, 9, 13, 17, 19, 21, in

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Surveys No. 17, 31, 29, 27, 21, 19, 9, 15, 8, 5, 7, 33, in

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Survey No. 38, 35, 27, 29, 31, 1, 8, 5, 7, 9, 11, 13, 15,

17, 19, 21, 23, 25, in block 150.

Surveys No. 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 151.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 152.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 153.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 154.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 155.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 156.

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27, 29, 31, 33, 35, in block 158.

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27, 29, 31, 33, 35, in block 159.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 160.

Surveys No. 7, 1, 3, 5, 8, 3, 35, 25, 27, 29, 21, 23, 25,

27, 29, 31, 33, 35, in block 161.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 162.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 163.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 164.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 165.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 166.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 167.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 168.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 169.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 170.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 171.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 172.

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27, 29, 31, 33, 35, in block 173.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 174.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 175.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 176.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 177.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 178.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 179.

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Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 181.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 182.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 183.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 184.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 185.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 186.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 187.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 188.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 189.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 190.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 191.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 192.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 193.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 194.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 195.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 196.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 197.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 198.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 199.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 200.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 201.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 202.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 203.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 204.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 205.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 206.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 207.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 208.

Surveys No. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25,

27, 29, 31, 33, 35, in block 209.

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